

# Navy News

APRIL 1979 10p

## NATO AT 30

Eight mine countermeasures vessels of NATO's Standing Naval Force Channel, including H.M.S. Hubberston, berthed in the Pool of London last month for a four-day visit to the capital.

This year is the 30th anniversary of the founding of NATO. Our centre-spread feature tells the story of the organization's nerve centre at Northwood.



## Rachel keeps her cool

Keeping a cool head in examinations is no problem for 20-year-old Wren Writer Rachel Tindall — especially when the temperature outside can drop to minus 30 degrees centigrade.

The date for Rachel's GCE O-Level maths exam fell during training with the Fleet Air Arm at Bardufoss, northern Norway. So special arrangements were made by the R.N. for her to take the exam at the base 200 miles inside the Arctic Circle. She is hoping to be selected for officer training if she is successful.

● "Cold as Hell" in the Arctic — Page 30.

Picture: T. J. Tierney.

# SKILL DRAIN AT CRISIS LEVEL

The Royal Navy is facing a crisis over the loss of skilled men, according to the First Sea Lord (Admiral Sir Terence Lewin). And Service pay is the cause.

Admiral Lewin claimed at a London lecture that the Royal Navy was ahead of the world in professional maritime competence and that its men were never better, but the Service was facing a problem of "crisis dimensions" over the loss of far too many highly-trained and highly-skilled people.

Men were leaving not because they did not enjoy the Navy, but because their pay was not good enough compared with civilian life, he said at the Royal Society of Arts on March 21.

### 'Furious'

To a questioner, he said recruiting was "not all that bad," but the problem was retention — keeping people in. All three Services were in the same position and the hope was that the return to comparability would persuade men to stay.

With the AFPRB report soon expected in the hands of the Prime Minister — first week in April is the hint — the announcement to follow is awaited with deep interest by officers and ratings — and their wives.

The comparability question also featured in a Commons debate on

naval pay, in which Rear-Admiral Morgan Giles (Winchester) said, "The forces are not getting a square deal at all — far from it."

He claimed that everyone else except those in the Services had "driven a cart and horses through the Government's pay norms," and that all Servicemen were "coldly and silently furious" about the pay situation.

The Government, he said, should restore full comparability now and not wait until April 1980.

The Navy Minister (Mr. Patrick Duffy) said he expected the AFPRB report to be presented to the Prime Minister towards the end of March, but personally he thought it might "slip a week."

Mr. Duffy spoke of his many visits to shore establishments and ships. "The people I meet on these visits

● Continued in back page



## SEA TRIALS FOR INVINCIBLE

The anti-submarine cruiser H.M.S. Invincible was due to leave Vickers' Barrow yard at the end of March for contractors' sea trials.

After a spell in dry dock at Greenock, she is to complete the trials off west Scotland, returning to Barrow towards the end of May.

The largest warship to be built for the Royal Navy since the 1950s, she will have a complement of 1,000 when she commissions in a year's time.

## BRIGHT APOLLO

When H.M.S. Apollo left Portsmouth on a bright March morning, on board was Admiral Sir David Williams who had just handed over as Commander-in-Chief Naval Home Command and was sailing into retirement after 43 years in the Service.

Picture: LWren (Phot) Claire Harper

## Join the pension club!

Men leaving the Royal Navy before their pension is due will in many cases now be able to take with them into second careers the occupational pension rights they have built up during their time in the Navy.

In addition, the Armed Forces Pensions Scheme is joining the public sector "club" whose 150-plus member pension schemes operate a transfer system.

Until now, naval personnel on pensionable terms who leave the Service before qualifying for immediate retired pay or pension have had their accumulated pension preserved by MOD for payment at age 60 (or, in the case of those with under five years service, been bought back into the State scheme).

Now, and with certain conditions, members of the Royal Navy and the other Services leaving in these circumstances will be able to opt to transfer their rights if they join another occupational pension scheme.

### BUYING YEARS

The system will work by a transfer value sum based on length of service and which will "buy" a number of years credit in the ex-Serviceman's new pension scheme.

This should be enough to give the same level of pension accumulated under the AFPS. But ex-Servicemen should not be surprised if the number of years' credit is greater than actual reckonable service in the Royal Navy, since pensions accumulate at a faster rate in the AFPS than in most other public service pensions schemes (notable exceptions being the Police and Fire Service schemes).

So each year in the AFPS is worth more towards pension than in most schemes, and will therefore "buy" more years when converted into a transfer value. But where a transfer value is paid to a pension scheme outside the "club" network, it will be the

● Continued in back page.

## MINSK SPY?

A close encounter of the first kind is reported by H.M.S. Antelope — and here is the evidence to back her claim to be the first R.N. frigate to get such a good look at Russia's 43,000-ton new aircraft carrier Minsk.

The Antelope was part of a force on the look-out for a Russian task group in the Mediterranean, and her Wasp helicopter spotted it in the Hammamet anchorage off Tunisia.

On her way to the Med with the Seventh Frigate Squadron, the Antelope experienced one of the roughest Bay of Biscay crossings in memory and storm damage included loss of her port anchor. Entry at Gibraltar was impressive, with 17 ships entering together, led by H.M.S. Norfolk, wearing the flag of Flag Officer First Flotilla (Rear-Admiral D. J. Hallifax). An inter-ship Olympiad followed before a busy exercise period for the ships.

Picture: LACMN Mike Horton.





## NAVY NEWS IN BRIEF

## Rescue by Jupiter!

H.M.S. Jupiter joined other ships in a rescue operation after the 4,500-ton Greek ship Iris sank 136 miles west of Cape St Vincent.

The frigate was diverted while on passage to join Exercise Springtrain and took on board ten survivors picked up by the Russian merchant ship Rusa and the West German M.V. Kehdingenland.

The Jupiter landed the ten at Gibraltar, embarking a doctor and drugs from H.M.S. London on the way. Seven dead were also recovered from the sea during the operation, which was carried out in a gale. The Jupiter was rolling up to 45 degrees when stopped across the sea.

● Berwick rescue operation — Page 19.

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Fifteen-year-old Marco Flores, who dived into the icy waters of St Ives harbour to rescue a drowning Jack Russell Terrier, has been presented with the St Ives Commando Memorial Award for courage. The bronze statuette commemorates all Royal Marines and Army Commandos who trained at St Ives and who died in action.

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The ship's company of the guided missile destroyer H.M.S. Glamorgan, which has been refitting at Portsmouth, made a St David's Day presentation to their Dockyardman of the Year — Mr. Dave Tiller.

Mr. Tiller, who has worked in the dockyard for 30 years as an iron caulker and riveter, was presented with the ship's crest and a certificate. In 1974 he gained the Royal Humane Society Award for bravery when he dived into the harbour to rescue a fellow worker.

The ship raised £60 for the Jane Hodge Home for handicapped children, near Cardiff, by selling button-hole sized leeks.

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The Band of the Royal Marines, Flag Officer Naval Air Command and the Llanelli Male Choir combined to provide St David's Day music and song on the lunchtime TV programme "Pebble Mill at One."



The Royal Marines took no chances when asked to adopt Butlin's "Miss Holiday Princess" as their pin-up. They sent Lieut. Stephen Goodwill (centre), LC Officer Poole, to help judge the contest. And what Marine will blame him for trying to carry off the winner — the

beautiful Sue Berger — to show to the Corps? Pictured with him (left to right) are the other judges of the contest: Singer Anita Harris; David Hill, editor of Weekend Magazine; actress Wendy Richard and Tom O'Connor, promotions executive British Leyland Cars.

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It was red-carpet day at the Kent village of Cuxton for the officers and men of the mine-sweeper H.M.S. Cuxton, which has been adopted by the community.

Among the events laid on by the villagers were a football match, a darts match and visits to local social centres. About 25 guests attended a party in the Cuxton, among them the

Deputy Mayor of Medway, Mrs. Peggy Saxby and Miss Cuxton, Lesley Yost.

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The Boyd Trophy 1978 has been awarded to the R.N. air station Culdrose for Search and Rescue coverage which involved 177 SAR missions, 129 lives being saved and 343 people rescued. The Wessex Mk 5 helicopter went into service with 771

Squadron at Culdrose on March 5 and will be joined by 11 more in July. The Mk 5 will take over the role of the Squadron's Wessex Mk 1 in the Search and Rescue role, and will be used for training purposes.

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One of the Royal Navy's two SRN 6 hovercraft has been playing a key role in an extensive bomb clearance campaign at Shoeburyness, Essex. The craft, from the Hovercraft Trials Unit at H.M.S. Daedalus, Lee-on-Solent, has been working closely with the Portsmouth and Medway Clearance Diving Team on the Dengie Flats to remove World War II ordnance.

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Princess Anne will open Atlantic Block, the multi-million pound administrative centre at H.M.S. Collingwood on July 27. It will be her first visit to the Royal Navy's largest shore establishment. The Princess, Commandant-in-Chief of the WRNS, will review ceremonial divisions and it is planned for her to attend Collingwood's second annual reunion dinner for Wren officers.

## SIGNING IN

On board H.M.S. Victory, and with quill pen in hand, Admiral Sir Richard Clayton "signs in" on succeeding Admiral Sir David Williams as Commander-in-Chief Naval Home Command on March 1. He also becomes Flag Aide-de-Camp to the Queen.

Admiral Clayton has commanded the guided missile destroyers H.M. ships Kent and Hampshire, and his other appointments have included Captain of the Dockyard and Queen's Harbourmaster Gibraltar, and Director of Naval Operational Requirements.

He has led the R.N. Presentation Team and later was Flag Officer Second Flotilla before becoming Senior Naval Member of the Directing Staff, Royal College of Defence Studies. In December, 1975, he was appointed Controller of the Navy.

Seen handing over to the new C-in-C is Admiral Williams, retiring after 43 years service in the Royal Navy, and who received a traditional send-off when he left Portsmouth in H.M.S. Apollo. Later at Dartmouth, where he was once Captain of B.R.N.C., he was welcomed by a flotilla of college picket boats. The ceremonial to mark his retirement included the planting of an oak tree in the college grounds.

Picture: CPO(Phot) Tony Wilson

## APPOINTMENTS

## Second Sea Lord

Former commanding officer of H.M.S. Ark Royal and at present Flag Officer Naval Air Command, Vice-Admiral Sir Desmond Cassidy is to become Second Sea Lord and Chief of Naval Personnel in September. He is to be promoted admiral from November 10.

During the Second World War he served on Russian convoys and took part in the D-Day and South of France landings. His appointments have included command of 820 Squadron and of H.M.S. Whitby, and in 1967 he was appointed in command of H.M.S. Undaunted and as Captain (D) Portland Squadron.

After a spell as Director Naval Plans, he took command of the Ark Royal in 1972, becoming Flag Officer Carriers and Amphibious Ships in 1974. From 1975 until becoming Flag Officer Naval Air Command in January last year, he was Director General Naval Manpower and Training.

Capt. K. H. G. Willis is to be promoted rear-admiral and to be Chief of Staff to the Commander-in-Chief Naval Home Command in July.

His previous appointments have included Assistant Director of the Underwater Weapon Equipment Directorate, and Director of the Royal Naval Staff College, Greenwich. In 1976 he became commanding officer of H.M.S. Collingwood, where during earlier service he had trained and later, as a commander, took charge of training.

Other appointments recently announced include:

Capt. R. McQueen. Osprey in command. August 30.

Cdr. P. J. Erskine. Sheffield in command. April 3. (Granted acting rank of captain before promotion on June 30).

Cdr. A. R. Peters. Mohawk in command. April 26.

Cdr. T. G. Maltby. Jupiter in command. June 7.  
Lieut.-Cdr. P. J. Cowling. Naiad in command. July 30.  
Lieut.-Cdr. J. S. Chestnutt. Lowestoft in command. August 7.  
Lieut.-Cdr. B. E. Nicholls. Staff Officer Solent Division R.N.R. and Alfriston in command.  
Lieut. J. J. Shea. Cochrane August 28 for Vigilant in command.

## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

AB(R) P. M. Brown, 3E Mess, H.M.S. London, due refit May. Will swap for any ship going on deployment or any Plymouth based frigate.

AB (EW) Stilton, 3D Mess, H.M.S. London, due refit May. Will swap for a Scottish-based frigate, preferably Tribal class, based Rosyth.

LREM K. Barrows, M.T. Reg. Office, H.M.S. Collingwood, drafted H.M.S. Naiad, Devonport, July. Will swap for any Portsmouth ship or shore base, preferably ship not deploying.

LRO (G) K. Lusted, W/T Office, H.M.S. Brionington (Vernon based) due to be drafted off May 1980. Will swap for any DLG or frigate, Portsmouth.

NA1 (AH) R. McGregor, H.M.S. Bulwark, over 12 months. Will swap for any R.N. air station.

CPOSA R. Mason, Naval Stores Office, R.N. Hospital, Gibraltar, drafted H.M.S. Hermes November. Will swap for any Rosyth ship.

CK J. D. Dowds, 14 Mess, H.M.S. Fife, drafted H.M.S. Collingwood June. Will swap for any seagoing ship.

AB(R) J. M. Pawsey, Saintes Block, H.M.S. Warrior, Northwood, drafted H.M.S. Mohawk June. Will swap for H.M.S. Warrior, Whitehall, or H.M.S. Pembroke considered.

MEM1 W. Black, 210 Grenville Block, H.M.S. Pembroke, drafted H.M.S. Rothesay, Chatham refit April. Will swap for H.M. Ships, Achilles, Arethusa, Arrow or Dido.

LA (AHZ) Topping, A.T.C. H.M.S. Seahawk, R.N. air station Culdrose, tel. Culdrose Ext 2415, drafted H.M.S. Hermes, July. Will swap for any Culdrose draft or front line squadron Culdrose based.

CA Dalton, H.M.S. Zulu, drafted H.M.S. Collingwood, May. Will swap for any Rosyth shore base.

ALMEM P. R. Marsden, F Mess, H.M.S. Lowestoft. Will swap for any Plymouth ship.

CREL D. J. Russe, tel. Gosport 25903, drafted H.M.S. Rothesay, Chatham, refitting until March, 1980. Will swap for any Portsmouth shore base or ship in refit.

RO1 (G) Whitaker, Commcen Whitehall "D" Watch, tel. 01-218-3839. Drafted H.M.S.

Sheffield, May, due long refit. Will swap for any Portsmouth operational ship or due deploying.

ALWTR A. Pittaway, IPZ1 Mess, 820 Squadron, H.M.S. Blake. Will swap for any G.M.D. Type 42 or Portsmouth frigate.

AB(R) Small, Saintes Block, H.M.S. Warrior, Northwood, drafted H.M.S. Mohawk, May. Will swap for H.M.S. Warrior, London base, or Chatham ship, in long refit.

OEM1 McKenna, 4JSTBD Mess, H.M.S. Bristol. Will swap for Rosyth ship.

AB(R) F. Swift, 3E Mess, H.M.S. Bristol, deploying U.S.A. July, three to four months. Will swap for any Portsmouth shore base or ship in long refit.

MEM1 P. E. King (AMC, JBD) Saumarez Block, H.M.S. Nelson, drafted H.M.S. Diomedes, July. Will swap for any diesel or gas turbine ship, Chatham, Portsmouth or Plymouth — survey ship, Type 42 or patrol ship considered.

AB(R) Elder, 4MA2 Mess, H.M.S. Intrepid. Will swap for any Devonport ship not deploying or in refit.

AB(R) Lee, 3GA Mess, H.M.S. Leander, home waters. Will swap for any ship Portsmouth or Chatham going on foreign deployment.

LREM W. Blakey, 2L3 Mess, H.M.S. Hermes, deploying U.S.A. Will swap for any shore base or ship in refit, Devonport.

MEM1 Bloomfield, 3K Mess, H.M.S. Leander home waters until September. Will swap for any ship going on deployment, preferably Far East or Chatham based ship.

LRO(G) R. C. Green, (M.C.O.) H.M.S. Hecate. Will swap for any non-Scottish shore base or ship not deploying.

LREM K. Barnes, M.T. Schoni, H.M.S. Collingwood, drafted H.M.S. Aurora, April. Will swap for any Portsmouth ship.

LCK R. M. Pooley, 27, Princess Mary Avenue, Khyber Road, Chatham, Kent, serving H.M.S. Pembroke. Will swap for any Plymouth shore base or ship in refit or in home waters. Replies to above address.

LREM Collins, 711 Squadron, R.N. air station, Culdrose, Ext. 7127. Will swap for a Portland Wasp P.F.E.

WTR P. Reynolds, 3C1 Mess, H.M.S.

Intrepid. Will swap for any frigate due foreign deployment, preferably Plymouth based.

STWD Capper, c/o Wardroom, H.M.S. Nelson, drafted H.M.S. Coventry. Will swap for H.M.S. Bulwark or any big Portsmouth ship.

LS Davey, H.M.S. Orkney, Rosyth based. Will swap for any Portsmouth, Portland, Chatham ship or shore establishment.

ALOEM S. Courtney, ET School, Class 174, H.M.S. Collingwood, drafted H.M.S. Rothesay, Chatham refit June. Will swap for any Portland ship or shore base.

CPO (OPS) (S) P. H. W. Sowdon, H.M.S. Eskimo, drafted H.M.S. Danae, Devonport, June. Will swap for any Portsmouth or Chatham ship.

MEM1 M. A. Asquith (AMC), 3R Mess H.M.S. Broadsword. Will swap for any ship due deployment.

AB(R) K. Douglas, Placewood 21 Mess, H.M.S. Dryad, drafted H.M.S. Devonshire (accommodated in H.M.S. Nelson, Portsmouth) for seagoing duties. Will swap for any seagoing ship, preferably not larger than DLG, based Portsmouth, Chatham or Rosyth.

POEL (A) J. B. Scott, R.N. air station, Yeovilton, drafted R.N. air station Culdrose. Will swap for Yeovilton or Portland draft (FSL late 1980) (See King Squadron). Telephone Yeovilton Ext. 453.

LREM Hill, 3P Mess, H.M.S. Birmingham, home waters 1979. Will swap for any ship deploying, preferably Far East.

RO1(T) John Duncan, Balmacara House, Kyle of Lochalsh, Ross-shire, Scotland, drafted H.M.S. Argonaut, Plymouth, August. Will swap for Rosyth ship.

STWD David Crookes, H.M.S. Wootton, Rosyth. Will swap for Chatham, Plymouth or Portsmouth ship.

PO(S) N. P. Linger, c/o 2P Staff, Portsmouth Dockyard, drafted H.M.S. Jupiter, July, Devonport. Will swap for any Portsmouth ship.

MEM1 (AMC) K. G. Hamilton, CPOs' Mess H.M.S. Cochrane, drafted H.M.S. Abdiel, May. Will swap for any Plymouth ship. Tel. Plymouth 28320 from April 6-23.

LS(M) Price, H.M.S. Dryad (FGR) tel. Portsmouth Dockyard 6445, drafted H.M.S.

Cleopatra, June, Plymouth. Will swap for any Portsmouth ship or shore base.

OEM1 C. S. Goddard, c/o Butlers Party, H.M.S. Centurion extn. 2585, drafted H.M.S. Brighton, Devonport, two years, August. Will swap for any Portsmouth or Chatham ship, seagoing or refit.

CK Burkitt, Main galley, H.M.S. Cambridge, drafted H.M.S. Juno, Portsmouth, June. Will swap for any Plymouth frigate.

ALSA M. Bailey, Multi-purpose Store, H.M.S. Cochrane, drafted to 819 Squadron, H.M.S. Gannet, August. Will swap for any seagoing ship, preferably Chatham or Portsmouth.

LOEM P. R. Daubney, 4 Mess, H.M.S. Arrow, deploying May, Far East, New Zealand and Australia, returning U.K. December. Will swap for any ship not deploying.

LSTWD J. A. WHITE, Admiralty House, Plymouth, drafted H.M.S. Coventry, Portsmouth August. Will swap for any Type 21 frigate due deployment.

AB(M) M. Wakefield, Mail Office, H.M.S. Mercury, drafted H.M.S. Blake, June. Will swap for any frigate or GMD, Far East deployment.

RO1(G) K. Durham, 3D Mess H.M.S. London, due long refit Portsmouth, May. Will swap for any ship due long deployment.

LREM J. R. Mills, M.T. School, H.M.S. Collingwood, drafted H.M.S. Avenger, Devonport, August. Will swap for any Portsmouth ship or shore base.

POEL B. Wilkes, H.M.S. Broadsword, Devonport (trials). Will swap for any Portsmouth ship or shore base, preferably not ship deploying.

PO(M)(GI) Sugden, Fraser Gunnerly Range, Eastney, Portsmouth, drafted H.M.S. Argonaut, Plymouth. Will swap in August for any Portsmouth ship.

LRO G. F. O'Leary, H.M.S. Mercury, drafted to H.M.S. Eskimo, Chatham, July. Will swap for any Portsmouth ship, preferably refit, or shore base. Replies to: 8, Owen Close, Rowner, Gosport, Hants.

AB(S) Myatt, 9, Agate Road, Hammer-smith, London, W6, drafted H.M.S. Euryalus,

due Devonport, refit. Will swap for any ship deploying.

AB(R) Camm, Navs Yeo, H.M.S. Brionington (Vernon based), due to be drafted off in two years. Will swap for any frigate Portsmouth, Plymouth or Chatham.

REM1 R. Fulford, RNDT, H.M.S. Excellent, drafted Gibraltar Commcen, June. Will swap for any Portsmouth ship.

REM2 D. J. Densfield, Saumarez Block, H.M.S. Nelson, 15-month draft to H.M.S. Jupiter (long refit, Plymouth), will swap for any Portsmouth or Chatham-based ship.

## Minister flies in

Navy Minister Mr. Patrick Duffy flew in by helicopter to see methods of naval training at Gosport bases. He toured the Craft Training Workshops at H.M.S. Daedalus, the Air Medical School, and the Survival Equipment School at Seaford Park. Later he watched technical training at H.M.S. Sultan.

## Whaley re-opens

The Whaley Club in H.M.S. Excellent, closed after a major fire, has re-opened its doors on the first floor. Renovations to the floor below are continuing.



# FILMS FOR THE FLEET

Two new films giving lavish treatment to good, old-fashioned thrillers are among the titles released by the Royal Naval Film Corporation.

"The Thirty-Nine Steps" and "Death on the Nile" are gaining considerable box-office success as well as acclaim from the critics.

John Buchan's "Steps" has been filmed twice before. Even so, the remake of the remake owes nothing to its predecessors, basing its success on a more humorous approach and changes in locations.

"Death On The Nile" is another star-cast travelogue murder mystery from the pen of Agatha Christie. Peter Ustinov as Belgian sleuth Hercule Poirot sets out on the track of the killer who is sheltering among such distinguished names as David Niven, Angela Lansbury, Bette Davis, Jane Birkin, George Kennedy and Mia Farrow.

Full list of the films released:

**The Shadow of Chikara (AA)** — Joe Don Baker, Sandra Locke. A Confederate Army captain goes in search of hidden diamonds in the wild and unexplored Buffalo River country. But a strange, unseen force appears to guard the whereabouts of the treasure. ITC No. 609.

**That's Carry On (A)** — Feature-length collection of some of the most hilarious moments from 20 years of "Carry On" films. Contributing to the nostalgia are the old team of Kenneth Williams, Charles Hawtrey, Hattie Jacques, Kenneth Connor, Sid James, and Sylvia Sims. Rank No. 610.

**The Thirty-Nine Steps (A)** — Robert Powell, David Warner, Eric Porter. Spy drama set just before World War I. Time stands still at the climax as the hero clings to the face of Big Ben. Rank No. 611.

**The Fury (X)** — Kirk Douglas, John Cassavettes. Science-fiction horror tale about a teenager who has psychic powers that interest a secret United States agency. 20th Century Fox No. 612.

**Heaven Can Wait (A)** — Warren Beatty, Julie Christie, James Mason. An American football player arrives in a heavenly transit station after a road accident. When it's discovered that he has arrived 50 years before his time, steps are taken to send him back. CIC No. 613.

**The Silent Partner (X)** — Elliott Gould, Christopher Plummer, Susannah York. Psychological thriller in which a robbery gives a bank employee the chance to steal 50,000 dollars. Unfortunately for him the robber has no intention of remaining empty-handed. Viscom No. 614.

**The Amazing Howard Hughes (A)** — Tommy Lee Jones, Ed Flanders. Cinema low-down on the millionaire recluse — a man who aimed to be the world's top aviator, Hollywood's top film producer, and the world's richest man. Columbia-EMI-Warner No. 615.

**International Velvet (A)** — Tatum O'Neal, Christopher Plummer, Anthony Hopkins. Sequel to "National Velvet" in which Elizabeth Taylor made her debut as a star. Velvet Brown, now in her forties, spares no effort to make her recently orphaned niece from Arizona feel at home in England. MGM No. 616.

**Death On The Nile (A)** — Peter Ustinov with a star-cast. Most of the action takes place at a leisurely pace on board a Nile steamer. Columbia-EMI-Warner No. 617.

# YOU CAN'T KEEP LESLEY ANNE DOWN

Yes, you'll be seeing more of Lesley-Anne Down soon. She returns to the screen in yet another sultry role — as a seductive gold-robber in "The First Great Train Robbery," for future release by the Royal Naval Film Corporation.

Lesley-Anne's beauty and talent have won her plum parts since her first major role as a demure member of the Bellamy household in I.T.V.'s "Upstairs, Downstairs."

## Stripper

Her success on the small screen was followed by her first big role in cinema — as a stunning jet-setter in "The Betsy," which also starred Laurence Olivier.

Then, something even more revealing — a part as Phyllis Dixey, legendary stripper of the 'Forties and 'Fifties in a drama documentary by ITV.

Now United Artists have cast her in another role which involves the shedding of clothes. Dino de Laurentiis's "The First Great Train Robbery" is set in 1855 and tells of an attempt by gentleman crook Edward Pierce (Sean Connery), a Cockney cracksmen (Donald Sutherland) and Pierce's mistress (Lesley-Anne) to rob a bullion train between London and Folkestone.

The role of Edward Pierce — an elegant, gentleman rogue, is reminiscent of Connery's 007. But with Lesley-Anne around it seems that Pierce, unlike Bond,

Lesley-Anne Down as a seductive gold-thief in "The First Great Train Robbery," for future release.



Deceptively demure . . . Lesley-Anne on London Bridge station, surveying the layout in readiness for a £25,000 robbery. A scene from "The First Great Train Robbery."

doesn't need other loves to keep him warm.

"The First Great Train Robbery" is a John Foreman production based on the novel by Michael Crichton, who also wrote the screenplay and directed.

# Hero's thanks

Lifeboat hero Mr. Richard Evans was at the Birmingham Boat Show to give a special thank you to members of the R.N.R. During the ten-day event they had collected £400 for the Royal National Life-boat Institution.

Mr. Evans presented an R.N.L.I. plaque to the collectors, members of H.M.S. Flying Fox, R.N.R. Severn Division headquarters at Bristol. They are

attached to the Birmingham Communications Training Centre and were involved in manning the Royal Navy stand at the show in the National Exhibition Centre.

Now aged 73, Mr. Evans is the former coxswain of the Moelfre lifeboat, Anglesey. He is the most decorated lifeboatman alive — holder of two gold medals awarded for the saving of 18 lives in two separate incidents.

# Shep ahoy!

Former Royal Navy G.I. Shep Woolley, modern-day musical chronicler of service folklore and humour, has taken over the weekly "Run Ashore" programme on Portsmouth's commercial radio station, Radio Victory.

With the aid of LRO Steve Campion, of H.M.S. Glasgow — himself no slouch in the skills of disc-jockeying and broadcasting — Shep aims to give the show very much a "by the Navy, for the Navy" touch.

"It's a non-controversial programme," said Shep. "We want news and views from people who have something nice to say. We'll also have news of what is happening in the entertainment scene in U.K. naval establishments—and we'd like to hear from people everywhere who want to contact listeners in the Portsmouth area."

The show is broadcast every Wednesday night between 9.45 and 10.30 and letters should be addressed to Shep or Steve at Radio Victory, PO Box 257, Portsmouth.



Naval support for model Angie Layne at the Boat Show . . . Angie dropped in on attendants manning the Royal Navy stand — RO2(T) Charles Latham of H.M.S. Flying Fox and REM Andy Close of H.M.S. Collingwood.



## DRAFTY'S CORNER

# Get ahead — as a button puncher!



Since writing my last Supply and Medical Drafty's Corner there have really been no momentous happenings! We continue in a manpower situation which allows us very little slack, but with General Service currently short of some 2,200 ratings, I realize just how much better off we are than most other branches.

Our problems are small compared with theirs so, rather than dwell on difficulties, I thought I might take this opportunity of putting over one or two messages which particularly affect the Supply and Secretariat and Medical branches, including the Wrens.

## Stores Accountants, Writers and ADP

First of all, we are especially keen to hear from SAs and Writers (particularly CPOs and POs, but it also includes junior rates and Wrens) interested in Automatic Data Processing (ADP) and computers. Although there are comparatively few complemented jobs in the computer field, at present, in the very near future we will require many more ratings as programmers and analysts with in-depth knowledge of ADP.

Be one step ahead and make sure you get in on the ground floor now! A request to your Supply Officer will ensure that you do the ADP aptitude test and, if successful, it could open the door to some very interesting and satisfying jobs; not just in the Navy but also when you eventually leave the Service. Read the Director of Fleet Supply Duties newsletter articles on how to become an ADP Programmer or Systems Analyst.

## WRNS, QARNNS and LFS

This paragraph is addressed to those of you faced with the dilemma of which to accept; the Local Foreign Service on which you have set your heart or the wedding ring from your knight in shining armour. However exasperated the Chief Wren on your drafting desk becomes, we do understand the problem. All we ask is that you keep us informed and give us as much notice as possible if you intend to marry and leave the Service. Remember we have to give you at least five months notice of going abroad.

The majority of you go to Positive Vetting posts and the vetting process takes at least four months. That means if you have been drafted abroad and a month or so before you are due to go you give us three months' notice of leaving to get married, then Drafty has a problem. Some other girl gets asked to go at short notice, employing officers become heated, and the good names of WRNS and QARNNS suffers.

## Fleet Chief Petty Officers

As predicted, the numbers situation as far as Fleet Chief Cooks and Stewards is concerned is worsening. The educational qualifications continue to be the stumbling block. By September this year I shall be able to fill only nine of the 14 Fleet Chief Cook billets and four of the 11 Fleet Chief Steward billets. Having now sat on several selection boards I know the professionalism is there. How about some of you passing a couple of O levels?

Good news though for the Wren Writers: Billets have now been established for a FCWren Wtr (G) and for a FCWren Wtr (P). Hopefully by the time you read this we will have selected one of each to fill them.

## Leading Rates

Although we are up to our authorised numbers for leading rates in all our branches (except LCA for whom the roster is dry), we never seem to have enough. The message to those of you picking up your hooks is that unless you have already been drafted to a killick's job in anticipation, you will almost certainly be drafted to another ship or establishment to a leading rate's billet. We just cannot afford to leave you, as a leading rate, working as an able rate. So — on being rated, put in a Drafting Preference Card at once.

## Caterers

The caterer's branch is currently giving us some headaches. Numbers continue to build up but rather more slowly than was originally hoped. The critical area is at LCA level and the roster from CA to LCA is dry — parched would perhaps be a better description.

We are also faced with the problem of how to fill all the caterer's billets ashore now that the surplus of senior SAs has dwindled. For this reason we shall be extending the time spent at sea for POCAs and CPOCAs from the normal 27 months to 30 months. This is allowed by the drafting rules and, although unusual in the Supply branch, a number of other branches also complete 30 months' sea service.

It will, however, have the beneficial effect of slowing down the drafting cycle and reducing turbulence giving longer ashore between sea drafts. It will also enable POCAs who have just completed the transfer course to spend longer ashore consolidating their training before being drafted to the hot seat in a frigate as the senior catering rating.

## Lengths of sea draft

Caterers may be interested in the lengths of time various other S & S and Medical categories spend at sea when compared with the normal 27 months. I have laid these out below together with the time you may currently expect to spend ashore between sea drafts.

RATING	PLANNED DURATION IN SHIP	WHETHER ERD IS EXTENDED FOR REFIT	REMARKS	TIME ASHORE BETWEEN SEA DRAFTS
CPOWTR	18 months	No		7 Years
POWTR	2 years	No		5½ years
LWTR	18 months	No		4½ years
WTR	12 months	No	See Note 1	2 years
WTR (ex Part IV)	18 months	No		14 months from leaving RNSS
CPOSA	27 months	Yes		2 years
POSA	27 months	Yes		4 years
LSA	27 months	Yes		17 months
SA	18 months	No	See Note 1	15 months
SA (ex Part IV)	18 months	No		10 months from leaving RNSS
CPOCK	27 months	Yes		3½ years
POCK	27 months	Yes		2½ years
LCK	27 months	Yes		18 months
CK	27 months	Yes		15 months
CK (ex Part IV)	18 months	No	See Note 1	1 year from leaving RNSS
NOTE 1: Extensions permissible to achieve 12 months running time on receipt of C240.				
CPOSTD	27 months	Yes		3 years
POSTD	27 months	Yes		19 months
LSTD	27 months	Yes		12 months
STD	27 months	Yes		19 months
STD (ex Part IV)	24 months	No		6-9 months from leaving RNSS
CPOCA	30 months	Yes		19 months
POCA	30 months	Yes		29 months
LCA	24 months	No	See Note 2	18 months
CA	24 months	No		15-18 months
CA (ex Part IV)	18 months	No		6-9 months
NOTE 2: May be necessary to extend ERD depending on Cross Training requirement.				
CPOMA/MT1(N)	20 months	No		8 years
POMA/MT2/3(N)	22 months	No		5 years
LMA/MT4(N)	27 months	No		4 years
MA	12 months	No		5½ years
MA (ex training)	12 months	No		3 years

## Nurton rededicates . . . . and so does Onyx

H.M.S. Nurton, which has been refitting in Portsmouth for the last eight months, rededicated in H.M.S. Vernon last month. After two weeks of sea trials, the minehunter sailed for Scotland to re-join the Second M.C.M.

Squadron.

The rededication cake was cut by Mrs. Beverley O'Brien, wife of the commanding officer, Lieut.-Cdr. T. E. O'Brien, and the youngest member of the ship's company, MEM Mark Jones.

## SOUTHDOWN

a NATIONAL bus company

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Middlesbrough	£11.90	£7.00	Warwick	£6.05	£3.55
Stockton-on-Tees	£11.90	£7.00	Banbury	£5.15	£3.00
Whitby	£12.60	£7.40	Oxford	£4.25	£2.50
Scarborough	£12.20	£7.15	Reading	£3.80	£2.25
Wetherby	£11.30	£6.65	Worcester	£7.40	£4.35
Hull	£10.70	£6.25	Gloucester	£6.05	£3.55
Goole	£9.80	£5.75	Cirencester	£5.15	£3.00
Doncaster	£9.20	£5.40	Swindon	£4.70	£2.75
Leeds	£11.00	£6.45	Marlborough	£4.25	£2.50
Bradford	£10.70	£6.25	Plymouth	£8.30	£4.85
Huddersfield	£10.40	£6.10	Newton Abbot	£7.40	£4.35
Sheffield	£9.80	£5.75	Exeter	£6.50	£3.80
Chesterfield	£9.20	£5.40	Easton	£4.25	£2.50
Nottingham	£8.60	£5.05	Portland	£4.25	£2.50
Leicester	£7.70	£4.50	Weymouth	£4.25	£2.50
Northampton	£6.50	£3.80	Dorchester	£4.25	£2.50
Blackpool	£11.30	£6.65	Wimborne	£4.25	£2.50
Manchester	£10.10	£5.90	Swansea	£8.30	£4.85
Warrington	£10.10	£5.90	Cardiff	£7.40	£4.35
Liverpool	£10.10	£5.90	Newport	£6.95	£4.10
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Newcastle Under Lyme	£8.60	£5.05	Salisbury	£2.90	£1.70
Stafford	£8.30	£4.85	London	£4.50	£2.65
Preston	£10.70	£6.25	London	£4.50	£2.65
Wolverhampton	£7.70	£4.50			

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call

Southdown Motor Services Ltd., Winston Churchill Avenue  
Portsmouth PO1 2DH — Tel. 696911

## Here's a pretty picture



Centre of attraction in this picture is obviously that framed photograph of H.M.S. Onyx! It is held by another centre of attraction, Onyx pin-up girl Linda Cunningham.

Linda, escorted here by OEM Peter Kronka (left) and AB Mark Lyden, was a guest at the rededication of the patrol submarine in H.M.S. Dolphin on March 3.

The Onyx has just completed a two-year refit and modernization in Portsmouth Dockyard.

After a period of trials and work-up, she will operate with the First Submarine Squadron based in Dolphin.

There is another Onyx rededication picture in Page 12.

Picture: CPO(Phot) Ben Cartwright.

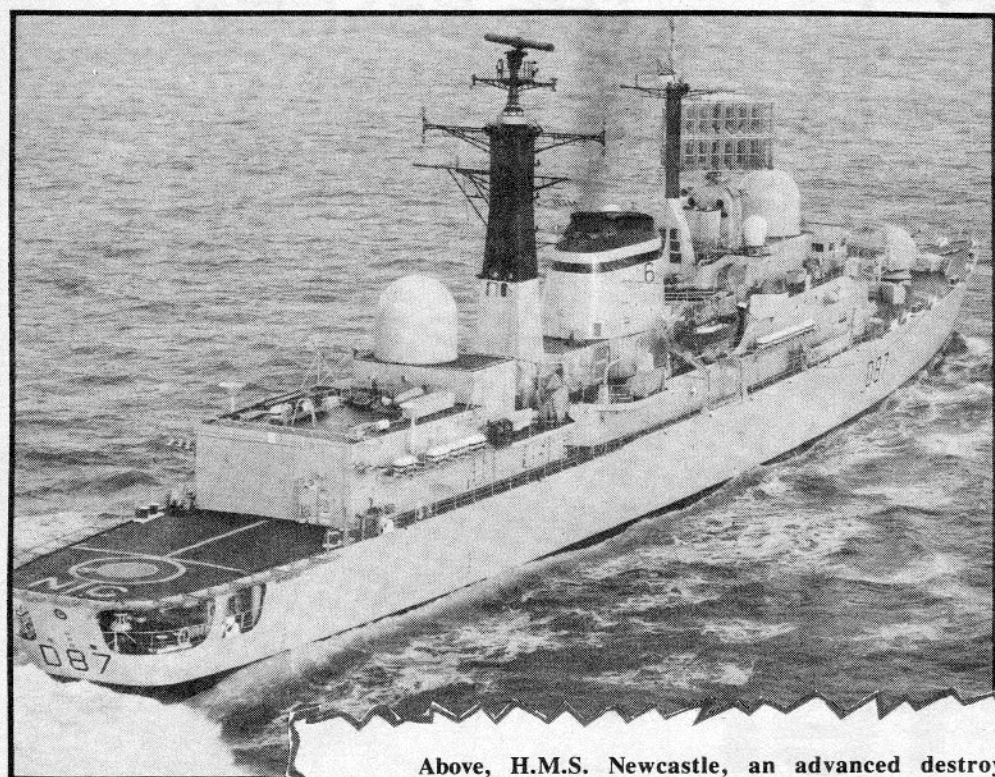
## Controller at Vosper's

Vice-Admiral J. D. E. Fieldhouse, the new Controller of the Navy, visited H.M.S. Brecon during a tour of Vosper Thornycroft Shipyards at Woolston and Portsmouth.





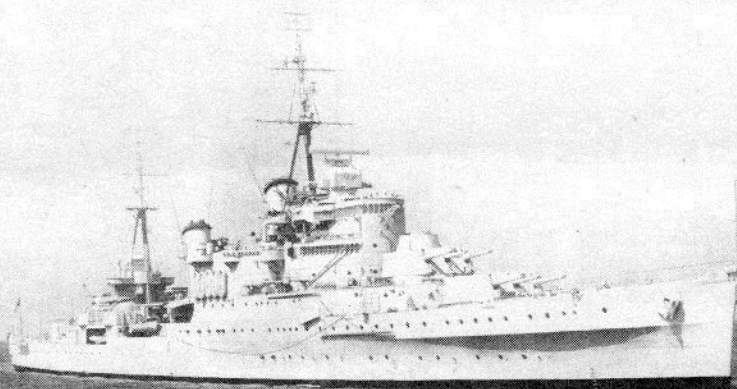
# SHIPS OF THE ROYAL NAVY No. 281



## Newcastle finds a place in the sun

It's the Latin-American beat for one of the Royal Navy's new breed of guided missile ships, H.M.S. Newcastle, heading down to Rio for her first deployment.

Above, H.M.S. Newcastle, an advanced destroyer and the eighth ship to bear the name; while this picture shows her predecessor, "Old Newcastle" of fond memory.



Name spans 300 great years

The seventh and most famous Newcastle, a Southampton-class cruiser of 9,000 tons, was, like her successor, built on the Tyne. "Old Newcastle" was launched in 1937 and last saw action in the Korean War. Her main armament comprised nine six-inch and eight four-inch guns. Successive Newcastles have spanned the period of Britain's

growth to maritime supremacy, serving in the wars with Holland, France and Germany.

The first Newcastle (completed 1653) was a fourth-rate of 50 guns. She sailed under Blake and Rooke, and was responsible for half the battle honours. She foundered at Spithead in 1703 in one of the worst storms on record.

Second ship of the name, a 50-gun fourth-rate, was completed the same

year and broken up in 1746. The third ship, also a fourth-rate, was wrecked in 1761 after a brief, but noteworthy, lifespan of 11 years.

Her successor (completed 1814) was one of only three two-decker frigates built for the Royal Navy, while the fifth Newcastle was a wooden steam frigate which survived the sixth ship — a Bristol-class cruiser completed in 1910 — by six years, being broken up in 1929.

The Geordies' own "wor ship," launched at Newcastle in 1975 and handed over to the Navy in February last year, is due to take part in an exercise involving other vessels of the Royal Navy and units of the Brazilian fleet.

H.M.S. Newcastle, third of the Type 42 guided missile destroyers, left Portsmouth earlier this month after a teething problem had been ironed out by Vosper Ship Repairers at Southampton.

Her destination — Gibraltar for weapons training on the Atlantic side of The Rock. By mid-March she was calling on Freetown, Sierra Leone. Then on to St Helena, Britain's island possession hundreds of miles out into the South Atlantic, where Napoleon spent his last years.

### Trials

After a call at Rio de Janeiro, the Newcastle will take part in the four-day exercise with the Brazilian units.

The Newcastle was built at the Swan Hunter yard, Wallsend-on-Tyne, and commissioned in Portsmouth on March 23 last year. After the successful completion of harbour and sea acceptance trials, she started a complex trials period — also successful and on time, with the help of exceptionally fair autumn weather, support from trials personnel, and much hard work by the ship's company.

Operational Date Inspection was carried out on November 10, the ship beginning shake-down three days later. Unfortunately she suffered a mechanical breakdown which took her back to Portsmouth, then to Southampton for repairs.

H.M.S. Newcastle was designed as an advanced anti-aircraft missile ship armed with Sea Dart, a 4.5-inch rapid-fire gun and anti-submarine torpedoes. She also carries

### BATTLE HONOURS

Porto Farina	1655
Santa Cruz	1657
Lowestoft	1665
Orfordness	1666
Schooneveld	1673
The Texel	1673
Smyrna Convoy	1693
Marbella	1705
Sadras	1758
Negapatam	1758
Porto Novo	1759
Cape Spartivento	1940
Burma	1944-1945
Korea	1952-1953

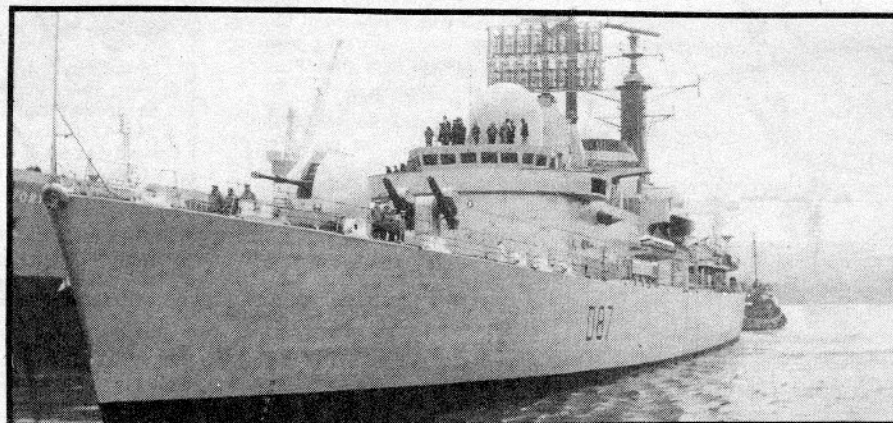
advanced detection equipment and a Lynx Mk. 2 helicopter.

Acceleration is impressive — she can leap away to more than 28 knots within a few hundred yards.

First commanding officer of H.M.S. Newcastle is Capt. John Oswald. He joined the Navy in 1947 and served in ships ranging from coastal minesweepers to H.M.S. Vanguard, Britain's last battleship. He is a gunnery specialist.

## FACTS AND FIGURES

Displacement: 4,100 tons. Length: 410ft. Beam 46ft. Draught: 19ft. Aircraft: one Lynx Mk. 2 helicopter. Armament: one twin Sea Dart medium range surface-to-air (surface-to-surface capability) GWS 30 system; one 4.5-inch automatic gun; two 20 mm Oerlikons; helicopter-launched Mk 44 anti-submarine torpedoes; six anti-submarine torpedo tubes (triples) for Mk 46. Propulsion: COGOG arrangement of Rolls-Royce Olympus gas turbines for full power, 50,000 s.h.p.; two Rolls-Royce Tyne gas turbines for cruising, 8,000 s.h.p.; c.p. propellers; two shafts. Speed: 30 knots. Range: 4,500 miles at 18 knots. Complement: 299 officers and men.



H.M.S. Newcastle leaves the Tyne. The new ship maintains strong links with the city of her adoption and has on board several mementoes of Geordieland.

## NORTHERN STAR

In the first year of her career, H.M.S. Newcastle was given a starring role by the city of her birth and adoption when a B.B.C. Newcastle film of her progress from laying-down to commissioning was shown on television.

And the ship's links with the city seem destined to be as strong as those of her predecessor:

The present Newcastle's sports kit includes soccer strip in the famous Newcastle black and white; she has two Newcastle Brown flags; and she carries a 9ft.-long canvas Newcastle Brown "bottle" used for practice lifesaving. Hanging in the wardroom is a specially-commissioned oil painting of the ship moored in Newcastle.

At the official adoption ceremony in Newcastle last year, the Lord Mayor presented the ship with its bell and some silverware.

H.M.S. Newcastle will be reproduced as a postcard in the Ships of the Royal Navy series, obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH, price 10p each including postage and packing (£1 per dozen), stamps, postal orders or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

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# Memories of a boozy 'priest'

In reply to the question (February) about the "Priest" game, I certainly recall "Priest of the Parish."

It was one of a number of games — along with Cardinal Puff, Drunken Coachmen, Brandy Draughts and others — devised to push one perilously close (in a single evening) to the Gunroom monthly wine bill limit, of sixteen shillings.

No doubt there were many different versions, and it was invariably played under local rules, which simply meant that any newcomer was bound to lose.

It could embrace any number of players sitting round the Gunroom table, usually after dinner, each taking the colour of a cap.

My memory is hazy on the forfeit exacted when somebody made a slip in the drill, but I seem to recall it involved not only buying a round of drinks, but also three whacks with anything handy on the "tautest of taut bundoons." The sentence was meted out by the Priest.

As to the origin of the game — there you have me. I was the Gunroom wine caterer and was always too busy fudging the books so that nobody went over the top of their wine bill, and keeping up with those who didn't fill in the bar chits. I never had time to find out. — **W. A. Higgins**, Captain R.N., MOD, London.

● Author Geoff Jones, whose book "Battleship Barham" is being published this summer, sent to the Editor a quotation contributed by John Bush, in

which he described the game. Mr. Jones added that according to Mr. Bush, "Priest of the Parish" was played in ships taking convicts for transportation to Australia (1820-1840).

● Further letters on the subject have been received from H. Gerry (ex-SPO), of Penzance, Cornwall, and Felix McCluskey (ex-H.M.S. "Trollope"), of Doncaster (Yorks).

## Time up for the Master?

In recent years there have been wholesale name changes in the Royal Navy, the usual stated reason for the necessity being "to reflect more truly the nature of the job involved."

Such revered titles as Shipwright, ERA, OA, Chief GI and TASI — to name but a few — have disappeared into the mists of time.

However, the greatest anachronism of all remains. I refer to the Master-at-Arms, a title which bears no relation to the job involved and is completely out of step with the remainder of the branch structure.

Surely it is time that the Master-at-Arms became the Chief Regulating Petty Officer. — **A. F. Norman COEA(O)**, H.M.S. Rooke.

## DRAGONFLY TO THE RESCUE

I was interested in your feature "Flying Tigers to the Rescue" (February) referring to rescue helicopters.

I think I was the first member of H.M. Coastguard to request the assistance of a helicopter — to rescue a man who had fallen off the cliffs at Asparagus Island (near the Lizard).

I think it was in 1952, and help was requested from Royal Naval air station Culdrose.

The helicopter was a Dragonfly, the surgeon-lieutenant being in normal uniform and also wearing a leather flying

helmet. No strops were in use at the time.

He took his own lifejacket off and put it on the casualty, and after giving him a shot of morphia had him winched into the cab and taken to hospital at Truro.

### FOUR RESCUES

Since that incident I have myself been winched to safety from four separate casualties, by Whirlwinds and Wessex helicopters, from the muddy cliff face of the Isle of Sheppey while assisting children and others trapped in the mud. — **G. S. Timothy** (ex-Light Coastal Forces cox'n), Easington, Hull.

## LETTERS TO THE EDITOR

# He's better off out of work

Recently there has appeared both in the Press and on TV an advertising campaign to win recruits to a career in the Royal Navy.

## Glamorgan claims the honour . . .



● How short memories must be. Or what a young Navy we have! In no way can H.M.S. Scylla lay claim to the privilege of being the first British warship to entertain an American President since the Second World War. H.M.S. Glamorgan must have that honour. It was my pleasure to be serving in that ship in December 1971 at Bermuda, where we entertained President Richard Nixon and Mr. Edward Heath — Adrian Luxton, Lieut. H.M.S. Raleigh. ● I was serving in H.M.S. Glamorgan when we entertained President Nixon and Mr. Heath in Bermuda — and I enclose a picture of the President about to go on board. Sorry, Scylla, but we were first — **V. L. Barnett**, Ex-LS FCII, Estover, Plymouth.

### □ Naval Exchange Club

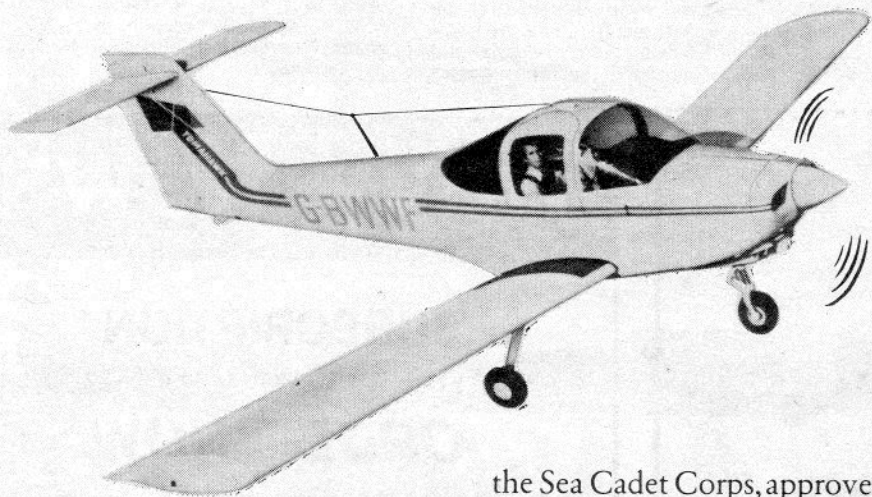
The World Naval Exchange Club now has members in 13 countries and is trying to build up the British Group further. We would like to hear from Navy enthusiasts and collectors

of Navy-associated items, and I would be happy to supply further details — **R. L. Lyness**, 1, Heol Gadlys, Litchard, Bridgend, Mid-Glamorgan, South Wales.

**What's a dumper like you doing in a place like this?**

"We'll leave the caption to you," was the crisp note accompanying this picture when it arrived at the Navy News office from H.M.S. Daedalus, Lee-on-Solent. Talking of crisp notes, perhaps the photograph should have been submitted as evidence to the Armed Forces Pay Review Body . . .

## HIGH-LEVEL TRAINING AT LOW-LEVEL COST.



A Royal Navy Flying Scholarship offers young men the highest standards of training by civilian flying club instructors.

You'll be trained in light aircraft like the Piper and the Cessna 150 and after only 9 hours you'll be flying solo.

The course lasts about 4 weeks and includes a total of 30 hours flying. Only nominal charges are made for accommodation.

Royal Navy Flying Scholarships are open to young men in the C.C.F. (R.N. and Army Sections only),

the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address.

Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

Like many others of my own particular vintage who were denied the chance of a "fifth five" extended service because of Defence cuts, I find this particular brand of advertising a little nauseating.

The nausea increases when one realises the cost to the country of what many consider to be a premature retiring age. In my own case, after leaving the Service in September 1977, I was unemployed for a year before finding a temporary position which lasted three months.

### NO JOB

Once again I am out of a job, with absolutely no prospect of realistic employment (unless of course an ES billet comes up!).

However, the rates of unemployment benefit make interesting reading when compared with the current rates of Service pay. For myself, wife and three eligible children, the going rate is £45.77 (payable for a year). The lower sum of £31.05 (earnings related supplement not included) will also be paid for a year.

### PRINCELY SUM

So in two years, together with Service pension of £27.92, child benefit of £9, and investment income of approximately £10 a week from Service gratuity, one arrives at the princely sums of £92.69 and £77.97 per week, respectively.

Both sums are above the national average, and as an extra bonus are free from tax provided the code number is higher than 200.

### LITTLE GEM

Surely there is a moral here. Perhaps the powers — that — be would consider this little gem of information when pressing for increased manning levels and trying to induce recruitment.

Far better to retain and utilise the services of experienced personnel than to give them more for doing sweet FA. — **C. C. Pickstone** (ex-CPO wtr), Torquay, South Devon.

**ROYAL NAVY FLYING SCHOLARSHIPS**



# Jack

I CAN'T WRITE TO YOU!  
I'LL BE IN ORANGE FORCE  
IN A TOP SECRET  
NATO  
EXERCISE  
- AGAINST  
BLUE FORCE!



HOW DOES  
THAT STOP  
YOU WRITING!?



THE FLEET MAIL OFFICE  
IS RUN BY BLUE FORCE!



by TUGG

## SYMPATHY ON 'AWFUL' REFIT CONDITIONS

"Refit duty conditions are awful," the theme of a heartfelt plea in February from a POREL, has produced no great reader response, but it is no secret that there are feelings of sympathy in many quarters.

"Anyone who has kept duty in a refitting ship will sympathise with POREL on the poor conditions watchkeepers have to put

up with," was one official reaction to the letter.

While frankly agreeing that it is an area in which the Navy has not excelled, it was also pointed out that both short and long-term solutions are being pursued.

### CABINS

For example, three pairs of purpose-built Portakabins are being supplied to the frigate refitting complex at Devonport in mid-1979. Each pair will have sleeping accommodation for an officer, three senior and 16 junior rates, as well as messing and recreation space.

A long-term solution would be to provide permanent buildings close to ships, plus mobile facilities not only for duty watches but also for ships' companies deprived of normal galley or dining hall facilities, or both.

It is understood that other possible solutions are also to be examined and costed.

### Dirty dress of the day

For anyone in doubt as to the deterioration in British standards of dress, may I suggest a brief visit to the main gate of one of H.M.S. dockyards.

Dirty frayed jeans and unwashed sports shirts would appear to be the dress of the day at one yard I know. For those less athletic, there is the T-shirt depicting anything from the thoughts of Mao to the boast of murdering a certain young lady by choking.

When is action going to be taken to halt this deterioration in standards within the Senior Service? — CPO.

### Last man to join Ark

Featured in the February issue was an article on the last man to join H.M.S. Ark Royal. You named a midshipman, R. Bond, who joined in Athens.

This could be the case of the last man to join while the Ark was at sea, but he was not the last man, for I joined the ship on January 8, 1979. I believe that makes me one of the last if not the last to join. — J. M. Montgomery (Naval Airman).

## BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Thanks  
from  
Sheffield's  
No. 1  
fan

May I thank the marvellous crew of H.M.S. Sheffield who entertained myself and other members of a British Aerospace group who were on holiday in Portugal.

The ship was docked in Lisbon and we were staying in Estoril. Also staying there were members of the engine team and it was through them that the invitation to visit the ship was received. Having never been aboard any ship more modern than the Cutty Sark, I was delighted at the prospect of seeing how the Senior Service lived.

We were warmly welcomed and the men were courteous, charming and interesting. There were also some hilarious moments, such as the time I met a tall CPO in the loo when I least expected to (The sailor keeping guard for me had been temporarily distracted). Unusual introduction, though!

But seriously, we had a great time and I am now the Sheffield's Number One fan. Together the crew and ship brought warmth and sunshine to what was a wet holiday and we have happy memories of the time we were treated so royally by our own Royal Navy — Sue Oughton (Mrs.), Stevenage, Herts.

### Sinking feeling . . .

I left the Navy in 1972 and still take Navy News each month. It was with rather mixed thoughts that I read that my last ship, H.M. submarine Swiftsure, sank the first ship I ever served in, H.M.S. Undaunted. — J. Packham, Ex-LMEM, Uckfield.

# It made the Ark Furious

The episode to which Cdr. Frank Potts refers (February issue) occurred when his ship (H.M.S. Furious) arrived at Gibraltar with Hurricanes destined for Malta.

### A new York . . .

Since leaving the Royal Marines in 1947, I have looked for a new warship bearing the name H.M.S. York. Many other wartime cruisers have new namesakes, but the name York seems to have been forgotten.

Having served on board the old York from 1939 until she was damaged in Crete in 1941, I would dearly love to see a ship with the name again — and so would the people of the City of York. — C. Y. Buist, Bury St Edmunds, Suffolk.

### . . . and Victorious?

As a keen reader of Navy News I notice that much has been written about keeping the names of old ships going. How about my old ship H.M.S. Victorious? This grand old lady served her country well in the Second World War. — C. D. Calder (ex-Colour sergeant, Royal Marines), Glasgow.

The aircraft were transferred to Ark's flight deck after dark, and Force "H" sailed into the Mediterranean, leaving the Furious alongside the wall.

When we returned to Gib after another successful "club run," the Furious was still alongside the detached mole.

As we steamed up harbour past the Furious to the sheerlegs berth, there were derisive shouts of "Wallflower," and "Why don't you get some sea time in" directed from the Ark to the Furious by men not employed on harbour station, resulting in several tired matelots being put in the rattle for disorderly conduct.

There was fighting ashore that night, started by the Furious sailors but finished by Ark Royal's. Only the shore patrols saved the men of the Furious from annihilation — George S. Roe (boy seaman-PO(L)), Clifton, Nottingham.

● A letter in similar vein has been received from G. E. Denny, of Bromley. — Editor.

More letters  
in Page 36

"Ganges" letters continue to swell the Editor's postbag, with some biting condemnation of author John Douglas's account of life in the establishment, and a few coming to his defence.

Bernard Blowers, of Crowthorn, Berks, says he was always very bitter about Ganges.

"One boy," he says, "was undergoing 10A punishment up and down Shotley Hill with full pack and rifle on a hot July day when he collapsed. He died later. I remember the outcry from mothers locally, and soon after that, orders were given that henceforth all punishment was to be carried out within the barracks perimeter.

"Some chaps clicked an easy-going pair of instructors. Some the reverse. Shotley was the most blatant example of cruelty to children extant."

### Never again!

From J. Taylor, of Lympstone, Devon, comes the view that "it was the individual instructors of each mess who set the mould of the Ganges reputation. Mine were pretty grim. Never again!"

"I was there in 1949, and John Douglas's book depicts life there exactly."

Surg. Capt. (D) K.A. Johnson, (R.N. (ret.)), of East Bergholt, Suffolk, writes that he served at Ganges twice in uniform and for a further nine years after retirement from active service.

"In 1948 when the author was there," says his letter, "Admiral Sir Geoffrey Robson was in command. Neither he nor any of the line of splendid officers and instructors who followed him would have countenanced such treatment."

### Rubbish

"I have not read Mr. Douglas's book, but from the review and the letters published from correspondents, together with my considerable personal experience, it is a 'load of rubbish.' The tragedy is that we no longer have a Ganges."

Bert Pine, formerly Bernard's representative

# THE LAST WORD ON GANGES

at H.M.S. Ganges, of Harwich, Essex, says he was connected with the Royal Navy for 30 years.

"During that time," he says, "I supplied and fitted about 130,000 uniforms, including all juniors who passed through Ganges in the years between 1954 and 1976, allowing me to meet thousands of officers and instructors."

### A failure

"I would say that 99 per cent. of the staff were dedicated and concerned about the welfare of the juniors. Show me an ex-Ganges boy who was not improved in some way, and I'll show you a failure no matter what he did."

A stream of further letters testifies to the benefits of life at Ganges, to the fine quality of the instructors, and to the value of training.

Says Stanley J.H. Neal (ex-CPO), of Yarmouth, Isle of Wight, "I had a hard childhood. Shotley was a heaven for me, from the first day to the last."

● And there, we really must leave H.M.S. Ganges. In closing this correspondence, the Editor thanks all the readers who have contributed to the debate.

### Crocus at Muscat

Regarding the H.M.S. Crocus query in the correspondence on "Priest of Paris" (more commonly "of the Parish"), I have visited Muscat on several occasions during the last two years and on one occasion travelled out of the harbour to visit the old Christian cemetery which lies in a cove beyond.

I can assure Ex-Leading Signaller Martin Drury that the name of his ship Crocus, along with those of many others, does still show on the rock at the entrance to the harbour. The names appear to have been written in white paint, most of which have suffered from the ravages of time.

While in the cemetery, I noted the graves of a large number of sailors from H.M.S. Woodlark. The men were buried at the end of the last century, and I have often wondered why so many lie there.

Was the Woodlark involved in some sort of action in the Gulf I wonder? — Kenneth N. J. Loveless (Rev.) Honorary chaplain, R.N.R. Islington, London.

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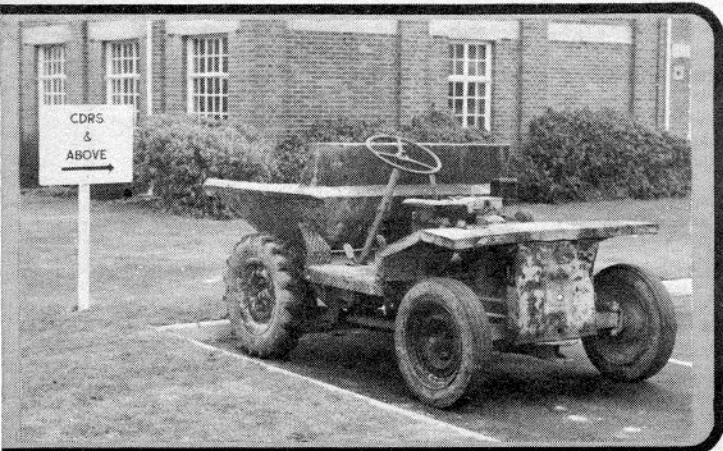
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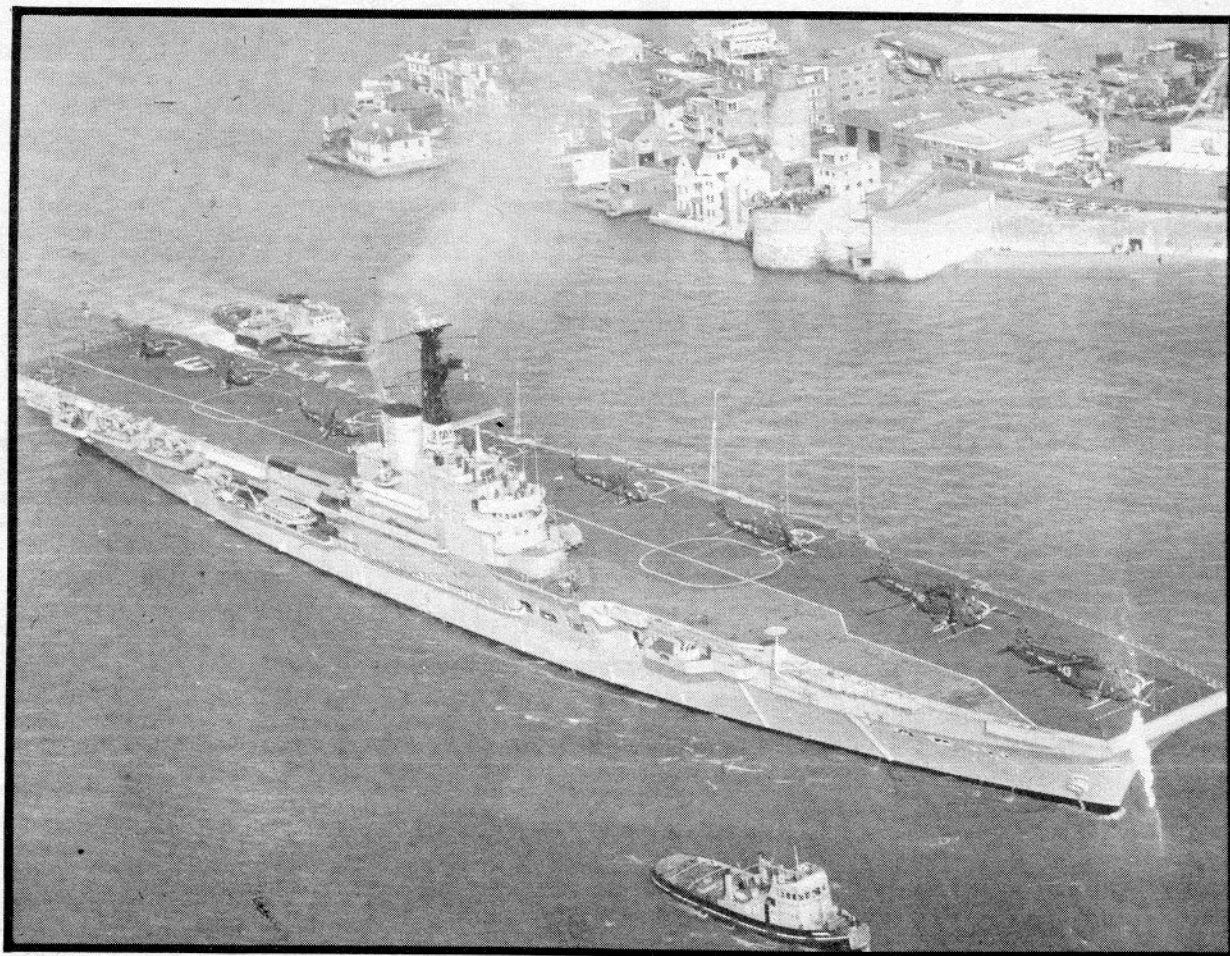
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# Bulwark sails — with

## *Carrier set for her new role*



H.M.S. Bulwark passes the Round Tower at Old Portsmouth on her way to sea trials, with Sea King helicopters of 826 Naval Air Squadron and Wessex V helicopters of 846 Squadron ranged on deck.

"It's the cleanest hangar I've ever seen," said Cdr. the Prince of Wales when he spoke to the assembled company during the re-commissioning ceremony of H.M.S. Bulwark at Portsmouth on February 23.

The remark was significant, for everyone connected with the re-emergence of the carrier in its new anti-submarine role — she sailed for trials on February 27 — is justifiably proud of the achievement. The hangar itself had been modified to take Sea King helicopters.

### Fanfare

The Prince, accompanied by his great-uncle, Admiral of the Fleet Earl Mountbatten of Burma, was greeted in the hangar by a fanfare from eight trumpeters of the

4th/7th Royal Dragoon Guards, who are affiliated to the ship.

He then inspected the Royal Guard, the Royal Marines Band of the Commander-in-Chief Fleet and the ship's company.

After the reading of the commissioning order by the Bulwark's commanding officer, Capt. George Brewer, and a short inter-denominational service, the Prince addressed the ship's company and the two embarked Naval Air Squadrons and then cut the commissioning cake, aided by the youngest rating, JMEM Michael Dwyer.

The Prince then met members of the ship's company and their

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## *Wrens sought for the 'goldfish bowl'*

Wren volunteers are being sought for the first time to live in the "goldfish bowl" at the Institute of Naval Medicine at Alverstoke. They will be used in part of a series of studies in September and October into the effects of a fire-fighting substance on people working in areas outside the fire site.

The Wrens will be confined in the self-contained isolation chamber and be monitored by television cameras, telemetry and psychological testing, with a pay bonus of about £5 a day.

Two other studies will probe the environmental, psychological and physiological effects of different forms of Royal Navy watchkeeping to try to find the best system for those working them.

Volunteers will be confined in a simulated ship environment with facilities for recreation and rest and will receive free board and lodging plus between £4 and £5 a day.

### CRUCIAL

Volunteers are urgently wanted for all the trials, which are crucial to the well-being and working conditions of Royal Navy men and women.

Those interested should apply through normal service channels. Visits to the Environmental Medicine Unit to view the facilities and discuss the tests can be arranged through the Support Manager (EMU) or Environmental Research Officer, Portsmouth Naval Base exchange, extension 41884.

The study dates are: June 4-July 29; September 17-28; October 1-12 (Wrens only); October 15-26; and November 5-15. Full details are given in DCI(RN) 608/78.

## **Meanwhile, a fishy tale from Figgard**

Even when a goldfish feels the draft, the Royal Navy can pull out the stops to lessen the blow.

Such was the case when Wren Trudy Ewart's pet goldfish was guided gently through the watery-eyed trauma of parting from its owner and finding a new home.

Something fishy about the truth of the tale? Not a bit of it! It all started when Trudy, serving in the Captain's Office of H.M.S. Figgard, began to cast around for ideas on what to do with the goldfish when she went on draft to H.M.S. Heron.

### SCALES TIPPED

She became hooked on a simple solution — she would slip her little friend into Figgard's goldfish pond. Then authority stepped in: pets could not be brought on board without permission. But, after an inquiry into whether Trudy's fish was a suitable addition to the pond's population, the scales were tipped in her favour.

The executive officer, Cdr. N. J. Locke, approved the request, with the provision that the new entrant undergo trials — a period of quarantine and acclimatisation.

So, the fish was at last committed to the deep in accordance with Service procedure and left, no doubt, to ponder...

## **TOWN THANKS TRAWLER DIVERS**

The town of Looe in Cornwall has thanked the Royal Navy divers who carried out the treacherous task of recovering the sunken trawler Do It Again.

Men of the Plymouth-based clearance diving team, who persevered through two weeks of foul weather to salvage the wreck, were thanked officially by the Mayor, Mrs. Margaret Dan.



# a princely send-off

In the hangar of H.M.S. Bulwark, Cdr. the Prince of Wales inspects the Royal Guard, accompanied by the Guard Officer, Lieut.-Cdr. Clive Chaney.



## A POINTED QUESTION

As he makes the first slice in the Bulwark's re-commissioning cake, aided by the youngest rating, JMEM Michael Dwyer, Cdr. the Prince of Wales seems to be asking who baked it. The answer is CPOCK Elston Avery.



families and lunched in the captain's cabin before leaving for Portsmouth Guildhall to receive the Freedom of the City.

To mark his visit, he was given a picture of the ship by Capt. Brewer, a Bulwark sports shirt by the PO's Mess and a framed cartoon from the officers, presented by the ship's executive officer, Cdr. Michael Howitt.

### Senior

Also attending the ceremony were the Commander-in-Chief Naval Home Command, Admiral Sir David Williams, and Lady Williams; Maj-Gen. Sir Stuart Pringle, Major-General R.M. Commando Forces, and Lady Pringle; and a number of other senior naval officers including Rear-Admiral P. G. M. Herbert, Flag Officer Third Flotilla.

And for Portsmouth's new Freeman . . .

## ROYAL FLOWERS FROM A WREN

A posy for the Prince was presented by Wren Christine Waller (below) during his "walkabout" in Portsmouth after receiving the Freedom of the City. Wren Waller is serving in the Royal Marines Historical Records Office at Eastney.

The Prince received the Freedom at Portsmouth Guildhall after the re-commissioning of H.M.S. Bulwark. After signing the Roll of Honorary Freeman — which includes the name of his great-uncle, Admiral of the Fleet Earl Mountbatten of Burma, who accompanied him at the ceremony — the Prince was presented with a scroll contained in a casket carved from timber taken from Captain Hardy's cabin in H.M.S. Victory.

Later the Prince, who knows the city well from time spent there during his naval service, took the salute of a Royal Marines Band and Royal Navy Guard of Honour in the Guildhall Square before inspecting service and community organizations.



## LATER, IN HONG KONG

The Prince talks to CPOPT Alistair Crosier and Lieut. Leonard Bamber in the new Headquarters British Forces Building, which he opened during a visit to Hong Kong on March 4. The Prince arrived at H.M.S. Tamar in the patrol vessel H.M.S. Wasperton.

Picture: PO(Phot) James H. Fletcher



A beaming Prince inspects members of the Portsmouth Royal Marines Volunteer Boys Corps during a review of service and community organizations after receiving the Freedom of Portsmouth. The 260-strong Corps was formed in 1901 for the sons or orphans of serving NCOs.

Pictures: PO(Phot) Bob Pearce



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**DOUBLE-D!**

# COVENTRY PUTS ON A SPECTACLE

April 21 is an important day in the diaries of Britain's two Coventrys. For on the 21st, the City of Coventry is all set to bestow its Freedom on H.M.S. Coventry, the Type 42 guided missile destroyer.

Most of the ship's company will be marching through the city after the Freedom ceremony, and a special "dance of the year" has been planned in the warship's honour that night.

H.M.S. Coventry was floodlit for the first time during her visit to Birkenhead — a sight so attractive in the still water of the West Float that it was given an "extended showing" for local people. Picture: Birkenhead News.

The Coventry's recent programme has included first-of-class flying trials with the Lynx helicopter, and a "600-mile" service at Birkenhead, where the ship was built.

Nearly 4,000 people visited the ship during her time at Birkenhead, and even more enjoyed the spectacle of her floodlit in the still waters of West Float.

Teams from the Coventry played Merseysiders at football and rugby, and there were official receptions and cocktail parties both on and off the ship.

For the Lynx trials, the Coventry embarked a helicopter from Boscombe Down and

steamed to the Western Approaches. Although 11 ships now have Lynx flights, they are operating in a limited capacity.

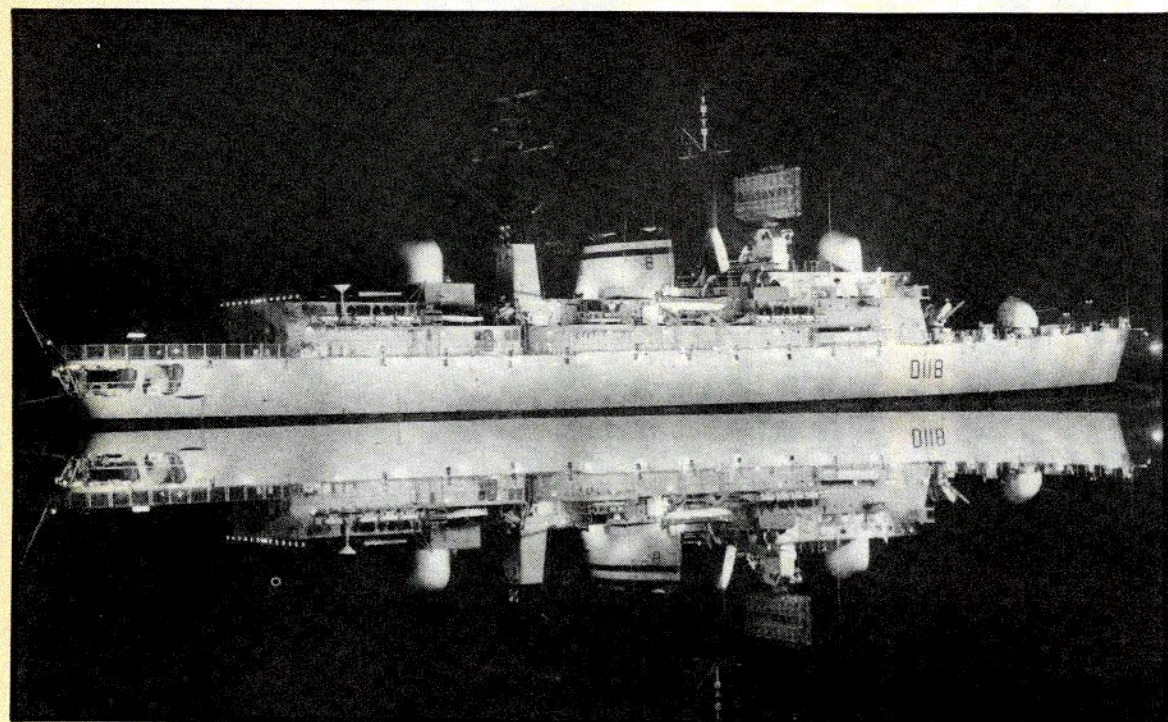
Object of the Coventry trials was to discover the operating limits for the Lynx-Type 42 combination, involving take offs and landings in a variety of wind speeds and directions.

## 'Magic line'

Problems with the Lynx brought an end to the trials after 250 of the 400 landings planned over a period of two weeks, and the helicopter disembarked in the Bristol Channel to fly back to Boscombe Down.

A mid-trial diversion to inspect Spanish fishing vessels in the south had its compensations: the Coventry crossed the "magic line," enabling duty-free to be landed at the next leave period.

Coventry's Lord Mayor, Councillor K. B. Benfield, unveiled a portrait of H.M.S. Coventry at the city's R.N.R. Communications Training Centre. While at the Centre, Mr. Benfield spoke by radio to the ship's commanding officer, Capt. C.P.O. Burne, on passage off the Scillies.



# R.N. in second Iran operation

Royal Navy ships broke off from their survey in Iranian coastal waters for a second time to help Western nationals after the Ayatollah Khomeini returned to the troubled country.

In January, H.M.S. Herald had evacuated 60 Britons and Americans from Bandar Abbas and H.M.S. Fawn helped 17 people leave Chah Bahar.

In the second operation, H.M.S. Hydra joined H.M.S. Fox outside Bandar Abbas harbour while the Royal Navy's liaison officer there, Cdr. C. E. Robins,

Message from Rear-Admiral Samuel H. Packer U.S.N., COMIDEASTFOR: "Professionalism, persistence and patience of Fawn and Hydra in evacuation of personnel from Bandar Abbas and subsequent transfer to U.S.S. La Salle deeply appreciated. All facets of this sensitive task carried out in exceptional manner. Well done and many thanks."

negotiated with the town's Islamic Committee for an evacuation.

H.M.S. Fawn arrived from Muscat with mail and provisions, and the Fox was despatched to fuel and water at Muscat, then to join H.M.S. Herald at Chah Bahar, where another evacuation was planned.

After days of waiting, Cdr.

Robins finally got permission for the evacuation of British and European nationals, followed the next day by the Americans.

While the Hydra would take 70 Britons and Europeans to Dubai, the Fawn would ferry 170 Americans to U.S.S. La Salle, anchored 30 miles out.

Part of the plan worked perfectly: 70 harassed and strained Britons were embarked, fed and bedded down, and the Hydra weighed anchor in the early hours of the morning to steam for Dubai.

But the Americans — by now there were more than 250 — were held up in Bandar Abbas. The Hydra, her passengers safely disembarked, returned to assist the Fawn.

For 36 frustrating hours the two Royal Navy ships — one berthed on the other — waited outside the harbour as delay after delay beset the unfortunate Americans. For much of one day they waited in intense heat on the jetty, supplied with food and drink from the Hydra.

Finally their release was approved, and tugs took the evacuees and their considerable baggage out to the waiting ships.

The first 96 were passed through the Hydra to the smaller coastal survey vessel, which immediately left to rendezvous with the American command ship. Hours later, the Hydra followed with 164 more Americans.

## 'Ton-up' for old sailor

Looking forward to his 100th birthday at the end of March was Mr. James Gordon, of Huntly, Aberdeenshire, who can proudly claim to have served in the Royal Navy in the 19th Century.

After naval service from 1898-1920, he was employed at the officers' recreation club at Rosyth for nearly 20 years. During the Second World War he served with boom defence in Scotland, including Rosyth and Greenock, and also at Lyness.

## GANGWAY!

Marching up the brow of H.M.S. Bristol — members of the first Royal Marines detachment to join a Royal Navy destroyer under new measures to increase the amphibious capability of ships. The Bristol's unit of ten is led by Sgt. Len Jones.

Picture: PO (Phot) Bob Pearce



# Whaley rescue rating commended

For saving a man's life during the fire at the Whaley Club, H.M.S. Excellent, last October, CK Kevin McGrath has been awarded a commendation by the Commander-in-Chief Naval Home Command.

CK McGrath noticed a man trapped behind a window inside the building, but was forced back by smoke and flames when he tried to get into the building.

He then went back to the window and punched away the frame so that he could pull the trapped man to safety. In breaking the window he cut his arm badly.

CK McGrath is now serving in H.M.S. Coventry.

## CYGNET AWARDS

H.M.S. Cygnet's operational commitments in Northern Ireland were in jeopardy when New Year blizzards made it virtually impossible to deliver vital spares to the patrol ship at Belfast.

But three RNSTS drivers — Mr. L. A. Gilholm, Mr. E. T. V. Greenaway and Mr. G. C. Web-

ster — worked in appalling conditions to get the spares from ENSPDC Eaglescliffe to Manchester Airport on time for a Belfast flight.

The Cygnet sailed on time, and the three drivers have been awarded commendations by the Commander-in-Chief Naval Home Command.



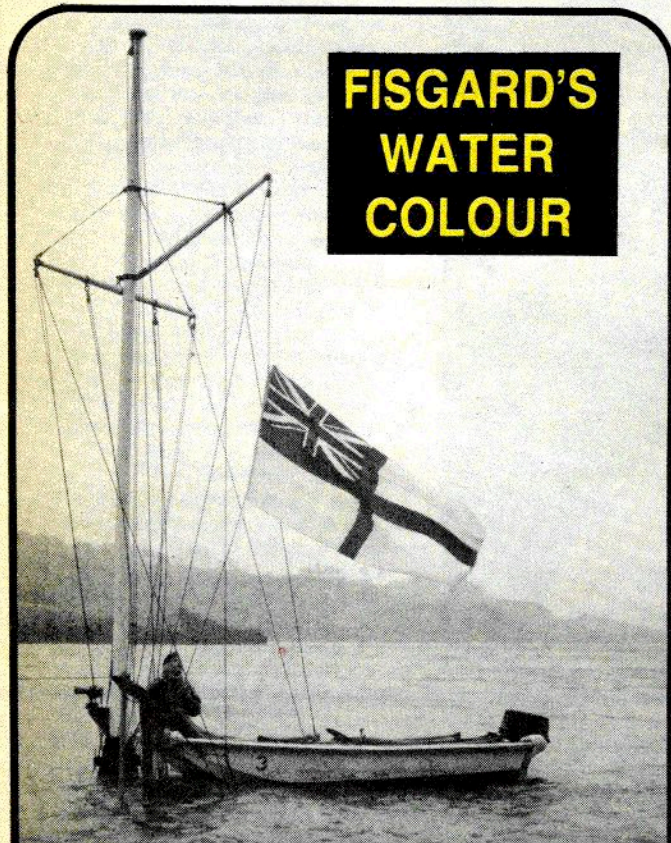
Cook Kevin McGrath

## Divers 'seek' U-boats

World War II German U-boats will be used by a diving team from H.M.S. Vernon to practise location of missing submarines on the seabed.

The six U-boats, scuttled in 400ft of water in the North Atlantic at the end of the war, will be used by the team operating from a chartered ship, Seaforth Clansman. They will take the opportunity to practise submarine rescue techniques during the deployment.

## FISGARD'S WATER COLOUR



Exceptionally high spring tides combined with a south-westerly gale to cause problems for the colour party at the Jupiter Point Boat Centre, H.M.S. Raleigh. AB Mike Robinson, one of the Jupiter Point staff, hoists the ensign from the dory in a position normally 18 inches above the water rather than 3 inches below it.



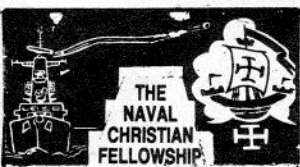
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## TWO PAGES FOR FAMILIES

# Lacing the drink with some sense

"I am not a killjoy," writes a Plymouth naval wife, and her letter is certainly not phrased like a temperance leaflet, but she felt that she had to express her thoughts.

In the early part of a Friday evening she had occasion to call at a popular naval gathering place, and was "appalled" at the number of young sailors drinking heavily.

The writer says that nowadays young entries, after only a few weeks' training, are put into messes with older sailors "whom they obviously wish to copy," whereas previously they used to serve many months in H.M.S. Ganges.

### Marriage

She goes on to say that she would like to see more attention to the welfare of these young men at any early stage in their naval life.

Her second point concerns the Royal Fleet Club and more mature members of the Service. "After talking to many other naval wives," she says, "it appears that there might be fewer marital problems if the Fleet Club were to be closed from 1600 to 1800 each day.

"Remove the temptation and perhaps more husbands would go straight home instead of drinking there and moving on to a 'run'."

So what can be said to this lady?

### National worry

Probably many people will agree with some of the points she makes, but the trouble is that drinking among young people — and that includes schoolboys in the comprehensives — is a national worry, based on greater freedom and a lot more money.

Like any other branch of the Armed Forces, the Royal Navy may perhaps be in a better disciplinary position to exert greater moderation, but would this be acceptable against the background of civilian habits?

The Service authorities are keenly aware of the dangers, and much is done to educate personnel that there are more rewarding ways of spending money.

Perhaps it is not enough. Perhaps the Navy needs another Dame Agnes Weston to fight the evils of strong drink. But one of the reasons for her success was the poverty of the sailor, and whatever may be said about pay, that does not exist in a general way today.

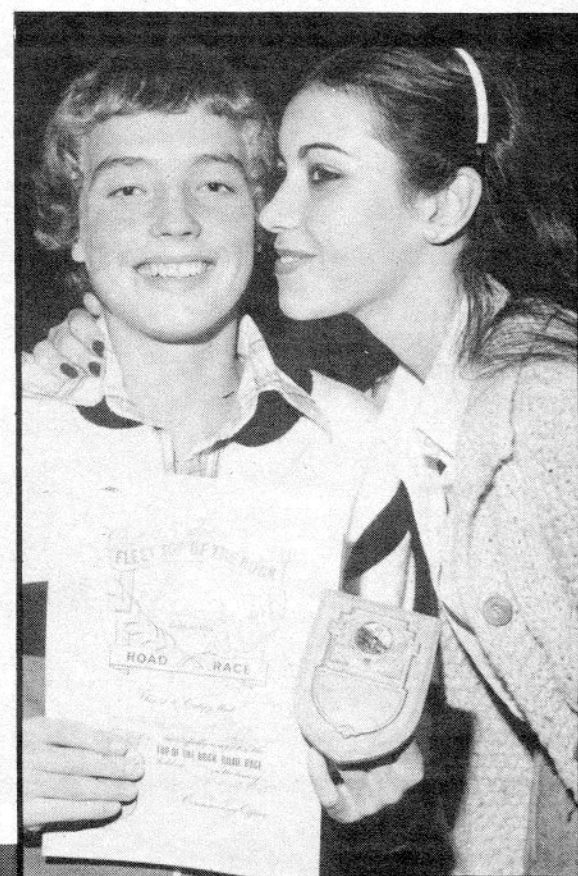
As for the Fleet Club and the "temptations" there, management may note the views expressed and give them some consideration. It is not a new subject.

### Unwise

It would be unwise to blame only the smell of the hops as the reason that husbands do not go straight home, but no doubt it does play a part.

To avoid having a "trial by newspaper" some identifications have been omitted from the naval wife's letter, but it seemed right to air her points of view.

Nobody wants to come between a man and his pint. The aim of the authorities is to encourage a dash of common-sense with every jug.



## Prize kiss!

It's not every day you receive a congratulatory kiss from Miss Gibraltar, but luck was in for Robert (15), son of CPO Carlisle, of H.M.S. Rooke, when he received his certificate and prize for breaking the schoolboy record by running up the Rock in 24 minutes 33 seconds.

Miss Gibraltar was also associated with another Rock-run presentation. A trophy presented by Messrs. Bernard for the fastest ship's team in 1978 has gone to H.M.S. Ark Royal.

In the Springtrain sports championships, Rooke won four out of five sports events to take the trophy. H.M.S. Norfolk were runners-up.

Picture: PO (Phot) Dick Birkett.

## SPRING IN THE PARK

With spring on the way (isn't it?), there could be no better time to join Southwick Park Naval Recreation Centre, near Portsmouth. Facilities include clubhouse, picnic areas, adventure playground, woodland walks and the Dryad swimming pool.

Despite inflation, centre membership fees remain unchanged at £5 a year for serving personnel, £7.50 for Service families, £10 for MoD civilians and £15 for MoD civilian families.

Daily membership at 30p a day is available to personnel from visiting ships.

### Golf course

One of the major attractions is the 18-hole golf course and driving range, with golf membership now topping the 300 mark. Golf membership fee for serving personnel is regarded as good value at £50 a year, or £1.50 a round.

Additional facilities available at Southwick Park, at modest fees, include: camp and caravan site, children's boating lake, fishing, and riding (in conjunction with Dryad Saddle Club).

Full details available from the Manager, Southwick Park Naval Recreation Centre, H.M.S. Dryad, Southwick, Fareham, Hants. Tel. Cosham 80131 or H.M.S. Dryad Ext. 469.

## Cutting with tradition



Traditionally, R.N. warships celebrate a commissioning or rededication with the cutting of a cake by the captain's wife and the youngest member of the ship's company. But when H.M. submarine Onyx rededicated at Gosport in March after a two-year refit and modernisation, there was a break with tradition. The commanding officer's wife, Dr. Diana Lane, and the youngest crew member, RO Adrian Mawby (18), were assisted by the oldest member of the ship's company, CPO George Little (44), and his 20-year-old daughter Deborah, who is a Wren serving in H.M.S. Excellent. Later the submarine's crew and their families celebrated with a dance in H.M.S. Dolphin.

Picture: B. M. Cartwright

## Children in need of help

In a lovely setting near Tavistock, the Devonport Royal Dockyard Children's Home takes care of children in need. At any one time about 14 children are there, usually they have dockyard or naval connections, and often they are orphans.

"Despite the Welfare State, the home still has an important part to play in offering a decent start in life for many children," writes Surg. Cdr. D. S. Wright, Honorary Medical Officer of the home, which is run by a Trust.

"The home is always in need of extra

funds and I hope that when ships and naval establishments are considering making contributions to charity they might keep it in mind. H.M.S. Cleopatra recently put on a show in Plymouth to raise funds and this was much appreciated."

At present funds are particularly needed to help provide a mini-bus for outings for the children. Contributions would be gratefully received by the secretary, Mr. D. Carter, Devonport Royal Dockyard Children's Home, North Warne, Mary Tavy, near Tavistock, South Devon.



## Arrivederci admiral...

Children of sailors serving in Naples fall into cheery line to say arrivederci admiral. Leaving the post of Chief of Staff to the Commander Allied Naval Forces Southern Europe was Vice-Admiral Sir Roderick Macdonald, retiring to his "retreat" on the Isle of Skye, where he will find more time to indulge his skills as an artist.

Picture: PO(Phot) Les Warr



## 'Barter Bureau' would ease strain on the family purse

Let's get back to the age of barter. That's an interesting notion put forward by one of the wives of Rowner.

"Naval wives are not permitted to conduct a business from a quarter and an outside job is often impractical because of our husbands' occupation," she writes. "So how about a Barter Bureau?"

"This would be run by volunteers on the lines of Mrs. X (dressmaker) who offers to make a dress in return for a hairdo from Mrs. Y. Another lady may register as a babysitter in return for help with housework.

"The husbands could join in, too — car know-how in exchange for gardening expertise!"

"The possibilities are tremendous and, as the name suggests, no money would be involved at all. This would provide a valuable service to naval communities and would, of course, save the families money."

★ ★ ★

Outmusters are events which need care on all sides, and many go smoothly.

However, one lady leaving a quarter writes rather pithily to say, "My husband has put in his 18 months notice and our

treatment at a recent outmuster did nothing to help change his mind.

"After living in a quarter for three or four years you are to leave it in exactly the same condition as when you moved in. Pillows, for example, were held to the light for the smallest discoloration and, if any is found, a charge is made for recovering.

"Fair wear and tear, we were told, means you pay only a proportion of the cost of having an article returned to a new condition.

"After spending weeks on cleaning the quarter and contents, just to be charged for marks hardly visible! We are just thankful it was our last married quarter."

## That's my boy!

The R.S.P.C.A. certificate of merit has been presented to Radio Electrical Mechanic Keith Milner, of H.M.S. Ambuscade, for his part in the rescue of 23 sheep from a disused mine shaft during severe weather. At the time Keith, whose father is an R.S.P.C.A. superintendent, was serving with the Fleet Maintenance Group at Devonport. Picture shows Keith with his father after the presentation by the Mayor of Plymouth.



A greeting for Lieut-Cdr Jeremy Quinlan (H.M.S. Fearless) and his wife Bridgett from Bishop Francis J. Walmsley after his ordination as Bishop-in-Ordinary to H.M. Forces at St Michael—St George Garrison Church, Aldershot. Principal concelebrant at the ceremony, which was attended by 16 bishops and more than 150 priests and 600 Servicemen and their families, was Bishop Tickle, the retiring Bishop to the Forces. Among those present was Bishop Walmsley's 84-year-old mother, who had travelled from Stubbington. The Band of the R.A.F. and choir of St John's Cathedral, Portsmouth, provided music, while all the altar servers were ratings from Naval Home Command. Monsignor Walmsley was Principal R.C. Chaplain to the Navy before being appointed bishop to the Forces, and he is the first serving chaplain to have been given this honour.

# TO FOLLOW THE FLEET

With similar programmes to complete, ships often "go foreign" together. Flying out after them sometimes go lucky wives and families who have been able to make arrangements for a "meet the menfolk" reunion at one of the ports of call.

And looking on enviously in a recent instance has been at least one wife who now writes to ask, "Why didn't I know anything about it until it was too late?"

Well, we don't know the facts of her particular case, but are assured that usually quite a lot of advance information should be available. Commanding officers are given an outline of their ship's programme for about nine months in advance and more detailed programmes for about four months.

### ENCOURAGEMENT

In normal circumstances there is no reason why ship's company members should not have plenty of information from this, including — in the shorter term programme — ports of call.

Several possibilities come to mind. For good reason a ship cannot pass on certain information. On the other hand, perhaps information has not been passed on when it might have been. Or perhaps a husband doesn't take enough care to ensure that he knows the programme. Or perhaps a husband knows and doesn't bother to tell his wife.

It is not known if any of these reasons (or a combination of some) applied in the case of the wife who wrote about a "failure of communication."

What is known, however, is that opportunities are taken to allow wives and families to have reunions, particularly in the sunnier ports of call, and

that plenty of encouragement and help is given to these morale-boosters.

Hard cash is involved and quite clearly it isn't something which happens every day of the week. But everyone concerned should watch carefully for the opportunities.

## Support for wives' group

Support for the efforts of the Forces Wives' Association comes in a letter from CREA P. W. Shervail, serving in H.M.S. Ajax.

"There has," he says, "been considerable controversy over the activities of the association. I have been surprised, however, by the lack of support from Service husbands for their wives' efforts."

He believes that wives who share many of the inconveniences of Service life are admirably qualified to speak on Servicemen's behalf. "If they can make the public more aware of our conditions of service and by doing so generate a little more pressure on those who lay down those conditions, then as far as I am concerned they are doing us all a great favour."

## NEXT TIME YOU SIT DOWN TO FISH FINGERS



### spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

# KGFS

King George's Fund for Sailors  
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES



## Navy News

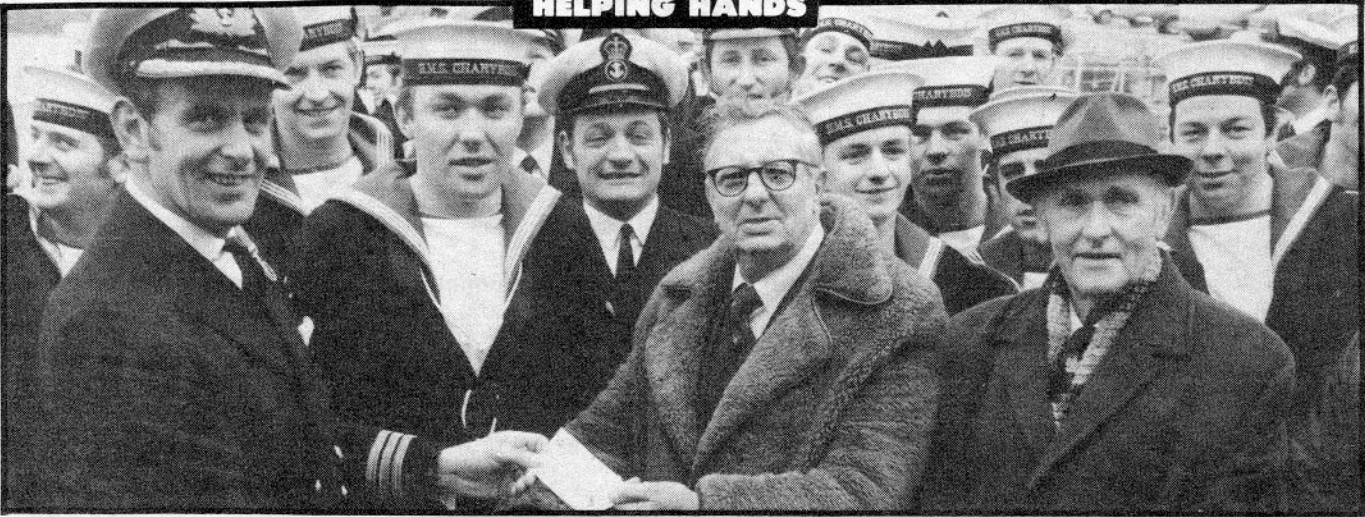
No. 298. 25th year  
Editorial and business  
office:  
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# Spreading the sunshine

## HELPING HANDS



# Civilian Life

## Where will you fit in?

It's one of the big worries about exchanging Service life for civilian life: can you fit and, if so, where? What kind of job are you suited for? What can you do about housing or accommodation? We have many ex-Servicemen on our strength who have already been through that, so we understand your worries — and we know how to help you resolve them!

We talk *your* language. We can help you to make the best use of your resettlement period to ensure the right start to civilian life. And we regard a Service background as the ideal foundation for many well-paid, progressive and secure jobs.

If you join us, you'll find much in common with Service life in terms of working environment, the kind of people you work with, and the sports and social amenities available outside working hours. Your Service background could be a big advantage if it has given you experience in one of the following trades:

- |  |  |
|--|--|
| <b>Radar</b>                               | <b>Servicing Manual Writing/Authorship</b> |
| <b>Systems Control</b>                     | <b>VHF/UHF/SHF Communications</b>          |
| <b>Specification Testing</b>               | <b>Guided Weapon Systems</b>               |
| <b>Logistics/Spares</b>                    | <b>Functional Test</b>                     |
| <b>Instructors (Electronic)</b>            | <b>Field Trials</b>                        |
| <b>Base Workshop Repair (2nd/3rd Line)</b> | <b>Computers</b>                           |

### BRITISH AEROSPACE DYNAMICS GROUP, STEVENAGE - DATA SLIP

Name .....  
Service rank ..... Trade .....  
Address .....  
Age ..... Married/Single ..... Release date .....  
Qualifications .....  
Residential status - Buying/Renting/Undecided .....  
Type of job desired .....  
Are you willing to work overseas? .....  
What salary do you hope for? .....

Ref D. Personnel & Training Dept., British Aerospace Dynamics Group  
Six Hills Way, Stevenage, Herts. SG1 2DA.

## BRITISH AEROSPACE DYNAMICS GROUP

It will be a brighter summer for many children this year — thanks to help from the ship's company of H.M.S. Charybdis.

They collected £360 for the Mayflower Darts Help the Children Fund, which is sending children to Guernsey for a summer holiday. The Charybdis's commanding officer, Cdr. A. N. Wigley is pictured with other members of the ship's company, handing over the cheque to Mr. Ken Mompstead, chairman of the Fund.

The collection emphasised the frigate's links with the Channel island, which she will not be able to visit again until after her triennial overhaul, for which she enters dry dock in June.

### Farewell

But, before she deployed to the Mediterranean, three Charybdis members were despatched to St Sampson's, the island's secondary school with which the ship has strong ties.

They said their adieu in a way which the school will remember: by presenting, on behalf of the frigate, a ship's lifebelt and a trophy to be awarded annually to the best pupil.

During their two-day visit, Sub-Lieut. Keith Harvey, AB Dave White and MEM Dave Littler, told the children about their roles on board and advised them on careers in the Royal Navy.

## Anchor away!

A new challenge for those intrepid racers up the Rock of Gibraltar comes from the Petty Officer's mess of H.M.S. Arrow who recently dragged a 30cwt. anchor to the top of the Rock in one hour and 22 minutes — the first, they claim, to have accomplished this feat.

The anchor, recovered from the Harbour and thought to be 100 years old, now lies on the south mole of Gibraltar complete with plaque recording the event.

The entire Petty Officer's mess, the Naafi manager and the Mess men of the Arrow combined to drag the anchor to the top. Their efforts raised £300 for the charities in Sunderland — the ship's adopted town.

## Charity clean-up

Wren drivers of Flag Officer Third Flotilla's staff, Fort Southwick, have hit on a fund raising scheme on their own doorstep. They are cleaning cars at 50p a car. The money is to aid the Gunnar Nielson Cancer Fund.

# GET WISE

## Survival question

The Survival Medicine Department of the Institute of Naval Medicine is carrying out research into man-overboard incidents for the Royal Naval Lifesaving Committee.

Commanding officers of ships which experience a man-overboard incident are to complete a questionnaire.

All such reports will be analysed to examine the extent of the problem and the adequacy of present recovery methods (including lifejackets, upper deck clothing, etc.).

DCI (RN) 104



"Now ... Let's see ...!"

## Consolation for submariners

Although no general service ratings on the trained strength who expressed a preference to remain "WE" have been transferred to the ME sub-branch, the position for submariners was not so happy. A high proportion of those employed in propulsion billets continue to be required to fill them.

However, all is not lost.

Because many submarine ratings were selected for transfer against their preference, while in general service it was possible to avoid compulsion, it has been decided that a submarine transferee who subsequently returns to general service will be given an opportunity to re-state his preference.

If he opts to return to general service as a WE rating he will be allowed to do so, provided the needs of the Service permit it.

A man who returns to the WE sub-branch in this way and subsequently re-enters submarines will be recategorised ME and employed on duties for which he has already been trained.

DCI (RN) 105

### ☆ Complaints

"Representations" may not seem so much different from "complaints," but in the eyes of the Admiralty, they are very different.

For instance, raising a matter of personal concern can only count as a "representation" where it is not intended as a means of seeking personal redress.

The explanation is necessary because of the extension of representations procedure to cover questions on Service matters (taking over from the feedback supplement to the late Board Bulletin).

The official statement explains that the procedure may be used to raise a matter of either general or personal concern.

However, whenever a personal case involves a request for redress in any form, it should be handled and submitted through the chain of command as a complaint under QRRN Article 18851.

DCI (RN) 106

### ☆ Award

Services rendered to the fishing vessel Grenaa Star on May 4, 1977, have resulted in a salvage award to H.M.S. Achilles.

DCI (RN) 127

## Commando skill badge

A special skill badge is being introduced for wear by commando-qualified ratings, the design being a representation of the commando fighting knife.

The badge will be awarded on successful completion of the advanced commando course and will be worn by

ratings both while serving in commando units and on return to general service (irrespective of the duties on which they are employed).

Eligible ratings already serving and those qualifying in the future are to be given an initial gratuitous issue of badges.

DCI (RN) 133

### ☆ Recognition

Civilian recognition for Service training has been taken a step further as a result of a Ministry of Defence submission to the Engineers Registration Board of the Council of Engineering Institutions (CEI).

The Engineers Registration Board (ERB) has agreed that the training and experience of chief petty officer radio electricians meet the requirements for registration as Technician (CEI), subject to individuals achieving an appropriate academic qualification or satisfying the approved "mature candidate" route requirements of their prospective nominating institution.

Academic qualifications are Ordinary National Certificate, City and Guilds Part II Final Technicians Certificate, and Technician Education Council Certificates accredited by the ERB.

A mature candidate is defined as a person with considerable experience and responsibility at the Technician level, and who, but for the absence of formal academic qualifications would be eligible for registration.

Each candidate will be required to pass a test which demonstrates his academic competence.

Chief radio electricians wishing to take advantage of the scheme are advised to seek membership of the Society of Electronic and Radio Technicians (SERT).

DCI (RN) 122

### ☆ House sales

When personnel sell a house on which a long service advance of pay is still outstanding, they should report the fact immediately to their commanding officer.

Unless the conditions for transfer are met, the outstanding balance of the advance must normally be repaid immediately and in full.

Failure to notify the sale or to repay the advance may result in interest being charged, normally at the rate recommended by the Building Societies Association.

DCI (RN) 126



# BRUSH-UP ON THIS DANGER DUST . . .

Most people nowadays are aware of the health risks arising from contact with asbestos. Although new materials free from asbestos fibres have greatly reduced health hazards, asbestos-bearing materials still exist in ships and shore establishments.

A special Defence Council instruction has been issued, with the object of establishing a code of safe working practice; for the medical surveillance of certain personnel; and at certain times, to indicate the need for dust monitoring, which will ensure that unprotected personnel are not exposed to concentrations of asbestos dust in excess of currently accepted limits.

Asbestos - bearing materials liable to produce dust when handled are labelled with a symbol.

DCI (RN) 102

## ☆ Medal

The Gilbert Blane Medal for 1978, the highest professional award for R.N. medical officers, has been won by Surg. Cdr. R. H. Hunt.

DCI (RN) 108

## ☆ Regatta

The Army is responsible for organising the 1979 Services Offshore Regatta, the premier inter-Service event of its kind, to be held during the period June 27 to July 1.

DCI (RN) J117

## ☆ Radio hams

The Royal Naval Amateur Radio Society will be operating an exhibition radio station in H.M.S. Belfast from April 12 to 22.

DCI (RN) 109

# Invaliding rules to change for ratings

When invaliding in the last year of service is under consideration, guidelines are to be the same for both officers and ratings.

For the last 30 years, regulations have debarred the invaliding of officers in their last year of service except in cases of severe illness or injury where retention until the normal retirement date would cause them harm, or where clearly they could not be employed in any capacity until that date.

In the case of ratings, the regulations are at present permissive, and confined to cases where discharge on medical grounds would cause financial hardship. It has been decided to bring the procedure for ratings into line with that for officers.

The term "last year of service" also applies to officers whose applications for premature voluntary retirement (PVR) have been approved, and ratings who have given notice under the terms of service regulations.

The official announcement sets out the guide-

lines which will be used within the Ministry of Defence (Navy) for deciding in each case on its merits whether to approve invaliding, to retain in a restricted medical category, or to discharge by other means (the guidelines will also be used to determine the mode of exit for ratings who are refused re-engagement on medical grounds).

"Normally," says the announcement, "medical conditions of a major nature diagnosed in the last year of service will be cases for invaliding."

All cases where the decision is to invalid will be referred to the Discretionary Awards Panel (DAP) for consideration of service invaliding benefits.

In the normal case, no officer or rating will receive less than the terminal benefits he could have expected by completing his last year of service. Nor will the DAP award affect in any way the possibility of service attributable benefits which are determined by the Department of Health and Social Security.

DCI (RN) 103

## ☆ Transfers

In order to bring the regulations for source branch transfers to medical technician more into line with those in other branches, it has been decided that from January 1, 1981, transfers will be restricted to petty officer medical assistants and below. From that date, chief petty officer medical assistants will no longer be eligible.

DCI (RN) 24

## ☆ New BR

A new BR 8587 (Naval Leave and Travel Regulations) will be published shortly.

The new book will incorporate chapter 9 of QRRN, chapters 19, 42 to 48, and 60 of BR 1950, and the regulations concerning rail warrants, family passages, schoolchildren's visits, baggage entitlements, movement procedures, etc., which were previously promulgated by DCI, all of which will then be superseded.

DCI (RN) 68

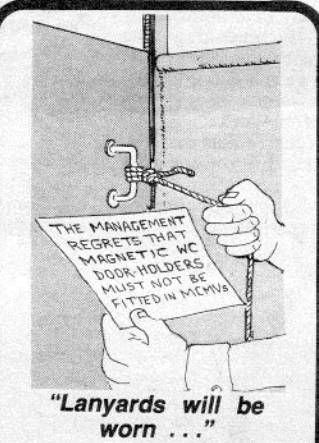
## ☆ Sailing

All interested in sailing qualifications should be aware of recent changes involving the Royal Yachting Association, Department of Trade, and the Services. Full details are given.

DCI (RN) J 71

A further announcement relates to dayboat/ dinghy helmsmen's certificate.

DCI (RN) 73



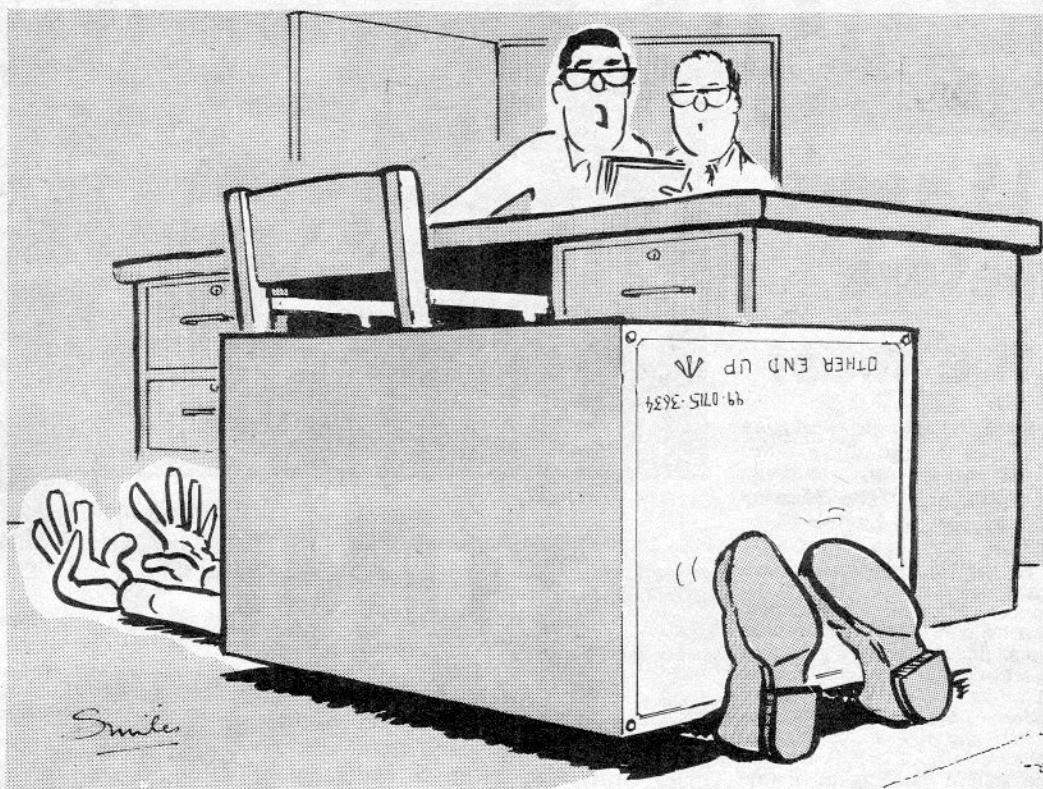
Design snags — even down to lavatory doors — have to be watched in the Service. Last year's introduction of "magnetic door holders for W.C. doors" has now an added paragraph which says, "the door holders are not to be fitted on mine counter-measures vessels."

DCI (RN) 113

## ☆ Salvage

Awards have been made to H.M.S. Hampshire, and the Admiralty tugs Sheepdog and Agatha, for salvage services to the motor vessel Zodiac Steve, on February 13, 1974. The value of each share to the Hampshire is 47p but the boarding party get an additional £10 each.

DCI (RN) 109



"He's not here — probably loafing somewhere!"

## Don't let work crush you!

Only those office workers who have struggled to restore the equilibrium of a lurching, top-heavy filing cabinet will fully appreciate the description of "real danger" as emphasised in the H.M.S.O. publication, "Is My Office Safe?"

The weight contained in only one drawer of a filing cabinet can be quite astonishing.

Any cabinet with the lower drawers empty and the upper ones full is a potential squash

machine. Just yank one of the top drawers out and the whole bag of tricks tries to fall on top of you.

Another perilous habit is to open a second drawer before the first one has been pushed back.

Good ideas are: Start filling the drawers from the bottom; only open one drawer at a time; and have the cabinets bolted to the wall where possible.

DCI (RN) J 136

The 12" x 6" wall plaque incorporates an ARK ROYAL cap ribbon and a percentage of the payment goes to the Navy Weeks Trust Fund.

Please make cheques and postal orders payable to TRESWAY Ltd. and send to "Ridge End," Stantaway Hill, Torquay.

Also now available HMS AVENGER, HMS PLYMOUTH, HMS MOHAWK, HMS ANTRIM, HMS JUPITER and HMS ALLIANCE.

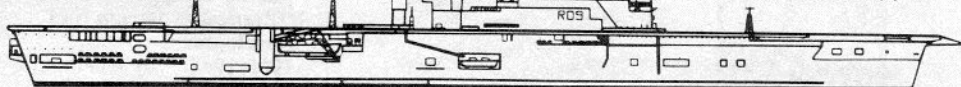
YOUR NAME AND ADDRESS

## H.M.S. ARK ROYAL

## Souvenir Wall Plaque

£2.90

complete (inc VAT, P&P).



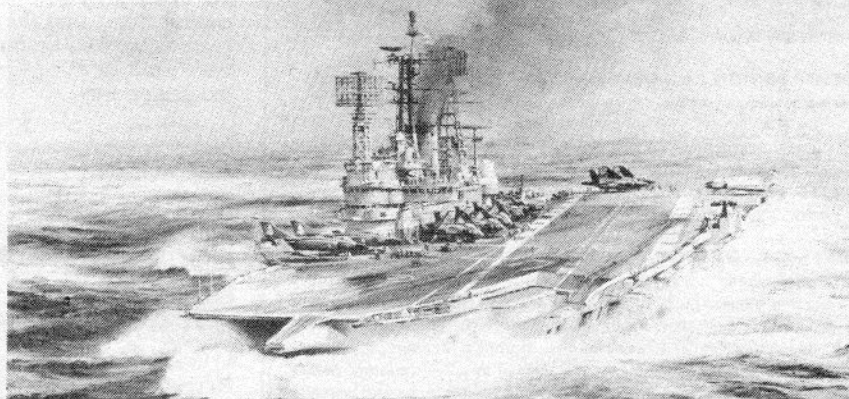
## Buy a real piece of HMS ARK ROYAL

YOUR NAME AND ADDRESS

A limited number of metal items fitted with medallions made from metal taken from HMS ARK ROYAL are now available:

Replica 2/8 Rum Measure with ARK Medallion .....£3.90  
Sword Paper Knife with ARK Medallion .....£2.20  
Compass Rose Ash Tray with ARK Medallion .....£1.60

(Prices include VAT, Postage & Packing)  
Send cheques and postal orders to TRESWAY LTD., Ridge End, Stantaway Hill, Torquay.



The Robert Taylor Print of HMS ARK ROYAL is now available to readers of Navy News price £2.95 plus 50p posting and packing (Postal Tube). Send cheques and postal orders to TRESWAY LTD., RIDGE END, STANTAWAY HILL, TORQUAY.

A very small number of copies signed by the Artist are also available at £20 — first come, first served.

Name .....

Address .....



# BOOKS

## 15 years before the mast

Even the thought of parting with £20 is unlikely to deter model-makers and students from buying "The Masting and Rigging of English Ships of War 1625-1860."

The author, James Lees, is a senior conservation officer at the National Maritime Museum, and over the past 15 years he has been assembling the minutely-detailed information for this splendid work — so comprehensive that it must endure as the standard reference.

Says the famous sailor Alan Villiers, "a book of this accuracy and stature has long been wanted," and other enthusiasts will need no convincing.

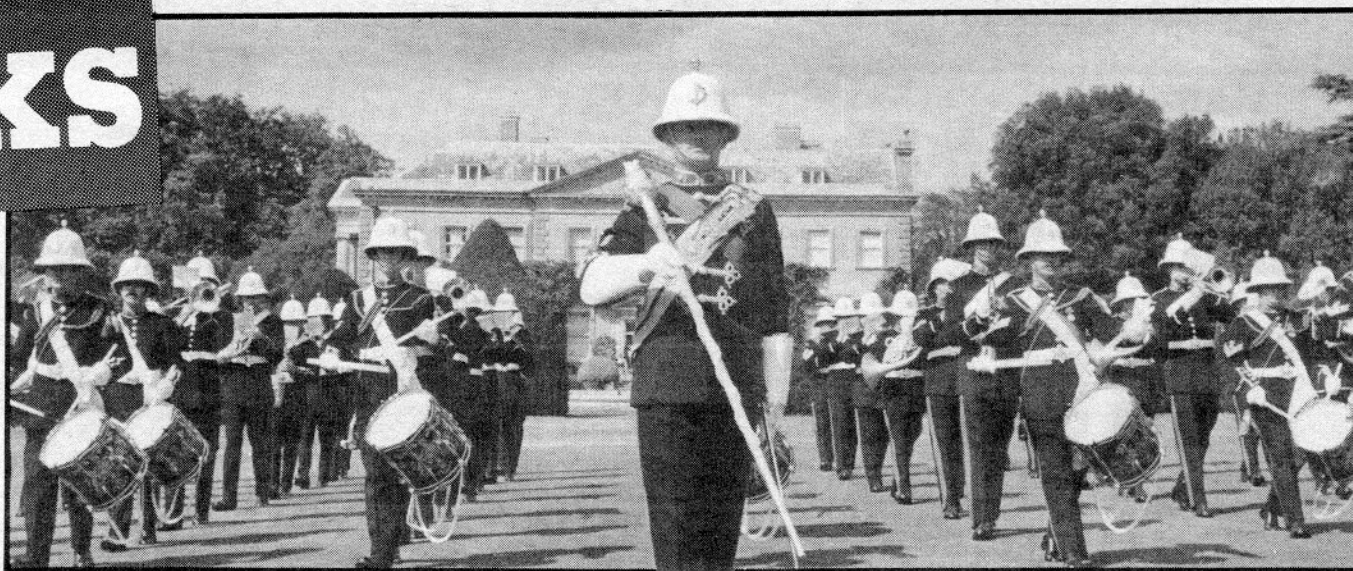
### LABOUR OF LOVE

It is a large and handsome volume, with more than 500 line drawings and about 100 photographs. For easy reference there is a full index and guide to sources. Appendices on mast and spar dimensions for the whole period, with rigging sizes, complete a painstaking labour of love.

Mr. Lees, before joining the National Maritime Museum, had seafaring around the world with Royal Navy destroyers and Merchant Navy tankers.

At the museum he is responsible for the restoration, care and maintenance of what is regarded as the most extensive collection of ship models in the world.

Publishers of the book are Conway Maritime Press.



*Tales of the mace-throwing feats by Royal Marines drum majors is just one of the fascinating aspects of "Operation Music-Maker, The Story of the Royal Marines Bands."*

# TUNES OF GLORY

Who was the champion mace-thrower of Royal Marine bands? The eye-catching routine was often a spectacular part of Sunday morning church parades — alas, seen no more.

In 1934, when the Portsmouth Division Band was in London for the wedding of Prince George (then Duke of Kent), they marched from Wellington Barracks to Victoria Station at the conclusion of the ceremonials.

On passing the Army and Navy Stores, the drum major, John Dacombe (also an outstanding athlete and trombonist) succeeded in throwing the mace to the level of the second floor of the great emporium.

Fable has it that one drum major, marching through the main gate into

Pompey Barracks, could fling the mace over the top and catch it as he emerged on the other side.

This is only one of the interesting facets referred to in "Operation Music-Maker, The Story of Royal Marines Bands," by John T. Trendell.

### Trafalgar

The Royals have been puffing their cheeks and banging drums for about 300 years, their bands undergoing instrumental revolutions in the 18th and 19th Centuries, but their presence is not often mentioned.

For instance, how many know that at Trafalgar many British ships had groups of musicians, and that as Victory took Lord Nelson into battle, it was to the sound of "The National Anthem," "Rule Britannia," and "Britons Strike Home" (a patriotic song of the period)?

It was in war that the bandsmen showed their fighting qualities as well as their ability to make pleasant noises.

Besides fulfilling battle duties, they were also an aid to the morale of other fighting men by playing their instruments in the midst of great danger.

During the air raids on Malta, a merchant ship with a precious cargo of fuel and oil was hit by a bomb.

While soldiers and naval ratings strove desperately to unload her she was being relentlessly dive-bombed by screaming Stukas. To encourage the unloading party, the band of the cruiser H.M.S. Penelope went alongside in a lighter to give the men a programme of "Music While You Work."

Again and again the Stukas dived as the band coolly played selections from "Snow White." The resolution of the Marine musicians did the trick and the unloading was successfully completed

in two days while the band played almost unceasingly from nine to four.

Another example concerns H.M.S. Cleopatra, torpedoed during the invasion of Sicily in July, 1943.

The band were trapped below in the transmitting station, and 11 of the 16 musicians were injured (one fatally).

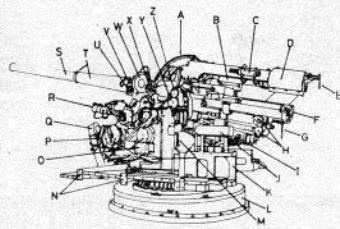
Under heavy escort the ship limped back into Malta. As she was about to enter harbour, the five uninjured members of the band played lively tunes until the ship was moored.

Like all their kind they had discipline and pride.

Mr. Trendell's book is of the type-written page kind, held together with a plastic coil. Many will believe that such a fascinating record deserved a more formal publication.

● Copies may be obtained from the author at 37, Chalk Hill, West End, Southampton, SO3 3BY (price £2.95, including postage).

## Conway Maritime Press



### DESTROYER WEAPONS OF WORLD WAR 2

Peter Hodges and Norman Friedman

The third title in the 'Warship Special' series is casebound and the format has been greatly expanded to allow a detailed comparison between British and US destroyer armament — not just the guns, torpedoes and A/S weapons, but their mountings, directors, control systems and electronics. Illustrated with photographs of ships and their weapons and detailed line drawings. 192 pages (9½" x 7¼"). 150 photographs, 100 line drawings. March. £7.50. 0 85177 137 8.

### BATTLESHIP DESIGN AND DEVELOPMENT 1905-1945

Norman Friedman

The first layman's guide to the design process, the factors which governed the development of capital ships, and the reasons why battleships were built in a particular way. 176 pages (10" x 8"). 200 photographs, plans and diagrams. January. £8.50 0 85177 135 1.

### THE MASTING AND RIGGING OF ENGLISH SHIPS OF WAR 1625-1860

James Lees

The first modern study of the whole era of sail for which firm evidence is available, including the hitherto 'dark ages' of the mid-eighteenth century. As a Senior Conservation Officer at the National Maritime Museum, the author's work has allowed him to assemble — over fifteen years — minutely detailed information. Lavishly illustrated with drawings and photographs and organised for easy reference with a full index and guide to sources, appendices on mast, spar and rigging proportions for the whole period complete an indispensable book.

272 pages (11½" x 10"). 100 photographs, 540 line drawings. February. £20.00. 0 85177 136 X.

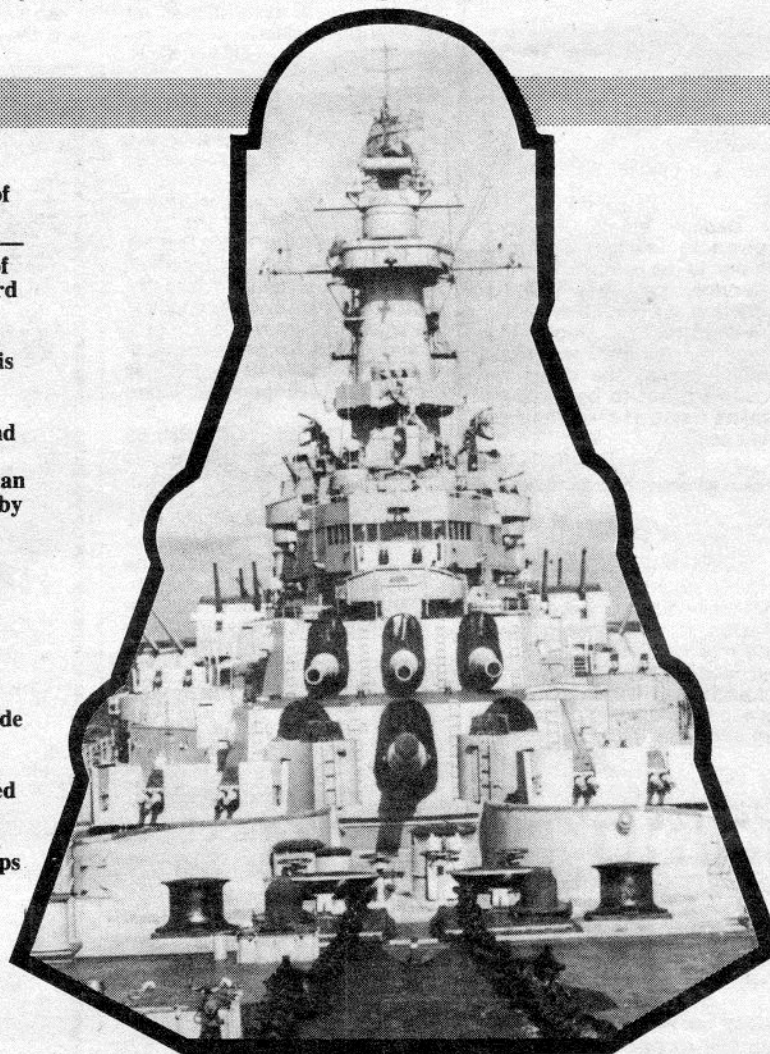
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Vaguely reminiscent of the Daleks — but of staggering dimensions — this impressive view of the bridge and forward turrets of the U.S.S. Wisconsin, the last American battleship, is one of the 150 photographs in "Battleship Design and Development 1905-1945," by Norman Friedman, published by Conway Maritime Press (price £8.50).

Many books have been devoted to the history and technical details of battleships, but the author's aim has been to produce the first layman's guide to the design process.

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"Famous American Admirals," by Clark G. Reynolds, published by Van Nostrand Reinhold (price £11.20). From Paul Jones onwards, this compendium presents the biographies of 215 outstanding naval and maritime flag officers. Each biography gives complete service records.

"The Falmouth Packets," by David Mudd, published by Bossiney Books, Land's End, St Teath, Bodmin, Cornwall, PL30 3JH (price 65p plus 20p postage). A nostalgic peep into the past about our most courageous "postmen," facing battle and all the perils of the sea to get the mail from our overseas interests and colonies.

"Man o'War," by Alan Raven and John Roberts, available in the U.K. from Arms and Armour Press. This booklet (the first in a series of warship monographs of the Second World War) deals with the famous County-class cruisers. It is splendidly illustrated.

"Cold is the Sea," by Edward L. Beach, published by Hodder and Stoughton (price £5.95). A companion novel to the earlier works about submarine warfare, "Run Silent, Run Deep," and "Dust on the Sea." From a retired officer who served in three wartime submarines, the writing is truly authentic.

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# Navy signs up a couple of missile 'types'

## Glasgow makes stormy entrance

H.M.S. Glasgow, the Royal Navy's newest Type 42 guided missile destroyer, hammered her way through a Channel storm to arrive spot on time for her official handing over at Portsmouth.

She brought with her a breath of Scotland, entering harbour to the skirl of the pipes and with a message of God's speed from the Scottish capital.

It was to the haunting pipe-music "Speed Bonnie Boat" that she had slipped down the Tyne 24 hours before, leaving the Wallsend shipyard of Swan Hunter Ltd., where she was built and where her sister ship, H.M.S. Cardiff, is nearing completion.

The Highland music was played over the Cardiff's loudspeakers as the new Type 42 destroyer — fifth to be completed — headed for the grey and cheerless North Sea.

### THE SCOTS

The Scottish connection is reinforced by the fact that a quarter of the ship's company is Scots — including the commanding officer, Dundee-born Capt. Robin Doe.

He inaugurated the ship's radio telephone with a call to Glasgow's Lord Provost to tell him: "Your ship is at sea and she's looking super." Later a similar message went to Lady Treacher — wife of Admiral Sir John Treacher — who had launched the destroyer in 1975.

It is hoped that the Glasgow will be able to pay an early visit to Glasgow on completion of trials. Meanwhile the Lord Provost will be invited as guest of honour at her commissioning ceremony.

### STRONG LINKS

And the ties with Scotland are not confined to the civic side: on board for her maiden voyage were two members of the Royal Scots Dragoon Guards, Warrant Officer Alan Henderson and Trooper Richard Wyllie, who had volunteered to represent the regiment with which the Glasgow has forged strong links.

The soldiers kept their sea legs in the worst of the gale. "We were ordered at Catterick not to be sea-sick and disgrace the Regiment," joked Trooper Wyllie. "So we weren't!"

### EXCHANGES

Exchange visits between the ship and the Scots Greys have continued throughout the Glasgow's stand-by and are planned to

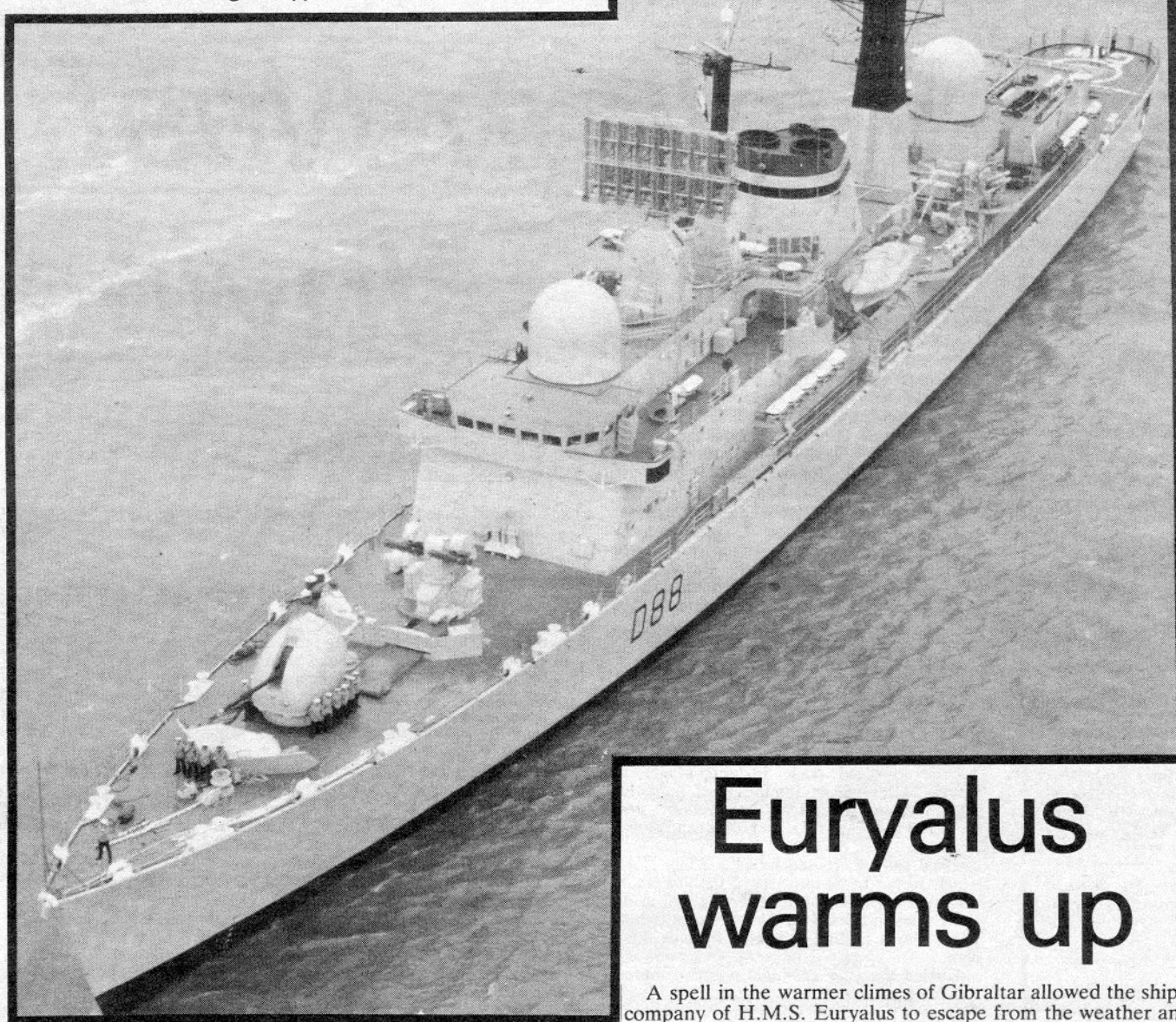
go on, when possible, during her service.

Yet other claims are being made on the destroyer's friendship. If Glasgow is her first home, then the city in which she was built, Newcastle, is her second.

Handing over the Glasgow in a brief ceremony on her flight

deck, Swan Hunter managing director Mr. Gordon Hilton said the friendships which had grown between Newcastle and the ship's company ensured the Glasgow a warm welcome whenever she returned to the Tyne. "To you we have entrusted a piece of our hearts," he said.

H.M.S. Glasgow approaches Portsmouth Harbour.



Picture: LA (Phot) Roger Giles

## Alderney launched

H.M.S. Alderney, second of two additional Island-class offshore patrol vessels, has been launched at Aberdeen. The ceremony was performed by Lady Jungius, wife of Vice-Admiral Sir James Jungius, Supreme Allied Commander Atlantic Representative in Europe.

On completion the Alderney will join her predecessor, H.M.S. Anglesey, in fulfilling a variety of naval patrol tasks, and will assist the Royal Navy's coastal fishery protection units. She was designed and built by Hall Russell and Co. Ltd.

## Brighton's back

H.M.S. Brighton was re-dedicated at Devonport of February 23 after a ten-month refit. Guest of honour was the Mayor of Brighton, Mr. Harold Field.

## 63 WAYS TO SPELL H.M.S. EURYDIMS

Popular corruptions of ships' names have afflicted the Leander-class frigates ever since a wooden wall first bore a classical name.

Cdr. C. J. Meyer, of H.M.S. Neptune, pointed this out in last month's Navy News in an appeal for material to help him compile a record of the class including an index of such corruptions.

In October, 1976, Navy News reported that H.M.S. Euryalus had logged 32 mis-spellings of her name in correspondence addressed to the ship.

Since then that figure has increased to 63 — and the ship is claiming a record (unless, of course, someone knows different). The corruptions can all be credited with date and origin — but these have been omitted from the catalogue of errors to save embarrassment.

Examples in the list of "how not to spell Euryalus" are Duryalus, Euryalks, Urilus, Emyolus, Uranitus, Euryalalus, Euryplus, Buryalius, Eyrylas, Earalys, Eurjalus, Eurylyalus, Guryalis, Aerilalis, Euryalis, Euryaws, Eurrualus, Euyauss, Airylas . . . and Eurydims.

Two additional corruptions much liked by the ship's company are "You-rile-us" and "Urinal." According to the ship's correspondent (who, we hasten to add, gets the ship's name right every time): "As yet these have not appeared in print but I doubt if we have long to wait." Correct again.

Capt. Tony Norman accepts H.M.S. Broadsword on behalf of the Navy, from Yarrow Shipbuilders, represented by Managing Director Mr. Bob Easton.

## 'DELIGHTED' WITH THE BROADSWORD

Britain's most advanced warship, H.M.S. Broadsword, has been accepted into service by the Royal Navy. And senior officials of the Ministry of Defence and the Navy are said to be "absolutely delighted" with her performance so far.

The Broadsword, first of the Type 22 "gunless" frigates, was handed over at Plymouth by her builders, Yarrow (Shipbuilders) Ltd. A ceremony on her flight deck marked the occasion.

It is envisaged that the Broadsword's future, with other Type 22s, will normally be spent as part of an anti-submarine warfare task group centred on a ship of high ASW capability, such as H.M.S. Hermes or an Invincible-class cruiser.

### CHOKE POINT

The groups may operate in areas such as the Greenland-Iceland-U.K. gap, a "choke point" for the passage of hostile submarines to and from the Atlantic shipping lanes. Or they could operate in direct support of convoys carrying vital reinforcements or supplies to Western Europe.

The Broadsword is equipped with an extensive range of sophisticated sensors and sonars, and her anti-submarine torpedoes may be tube-launched from the ship or delivered by radar control from her Lynx helicopters, of which she is designed to carry two.

### MISSILES

The 4.5-inch Mk 8 gun in the Type 21s and 42s has been dispensed with in Broadsword and replaced by the Exocet missile system, and she also carries the Seawolf point defence missile system and two 40-mm Bofors guns.

She has the most comprehensive external communications system ever fitted in a British frigate, and is the first Royal Navy ship to be designed and built to metric dimensions.

### HARMONIOUS

Notable feature during the planning and building of this pioneer warship has been the close and harmonious working relationship between Yarrow and the Ministry of Defence. Despite the many difficulties, she was handed over only 50 days after the original contract delivery date.

The company has three other Type 22s under construction for the Royal Navy — H.M. ships Battleaxe, Brilliant and Brazen. In addition the Navy Department has firm plans for a further six.

## Euryalus warms up

A spell in the warmer climes of Gibraltar allowed the ship's company of H.M.S. Euryalus to escape from the weather and strike problems of the U.K. and demonstrate their sporting prowess in a wide range of sporting activities.

The rare sight of four ships of the Second Frigate Squadron alongside in Gib. far from their usual Portland-running "hunting" grounds provided the ship and the squadron with an opportunity to settle a few old scores.

### ROCK RACE

A Squadron Rock Race and sailing match were won convincingly by the Euryalus and honours were evenly distributed during a squadron sports day with H.M.S. Apollo gracefully accepting the wooden spoon.

A sponsored cycle ride up the Rock by the first lieutenant of the Euryalus, Lieut.-Cdr. M.J. Mullane, added £27 to the ship's charity fund in aid of the Euryalus Physically Handicapped and Able-Bodied Centre, South Tyneside.

## A SPRING RE-FIT THROUGH BERNARDS

Spring is traditionally a time for new clothes — and although many traditions go by the board these free and easy days — a man's desire to be well dressed is still retained.

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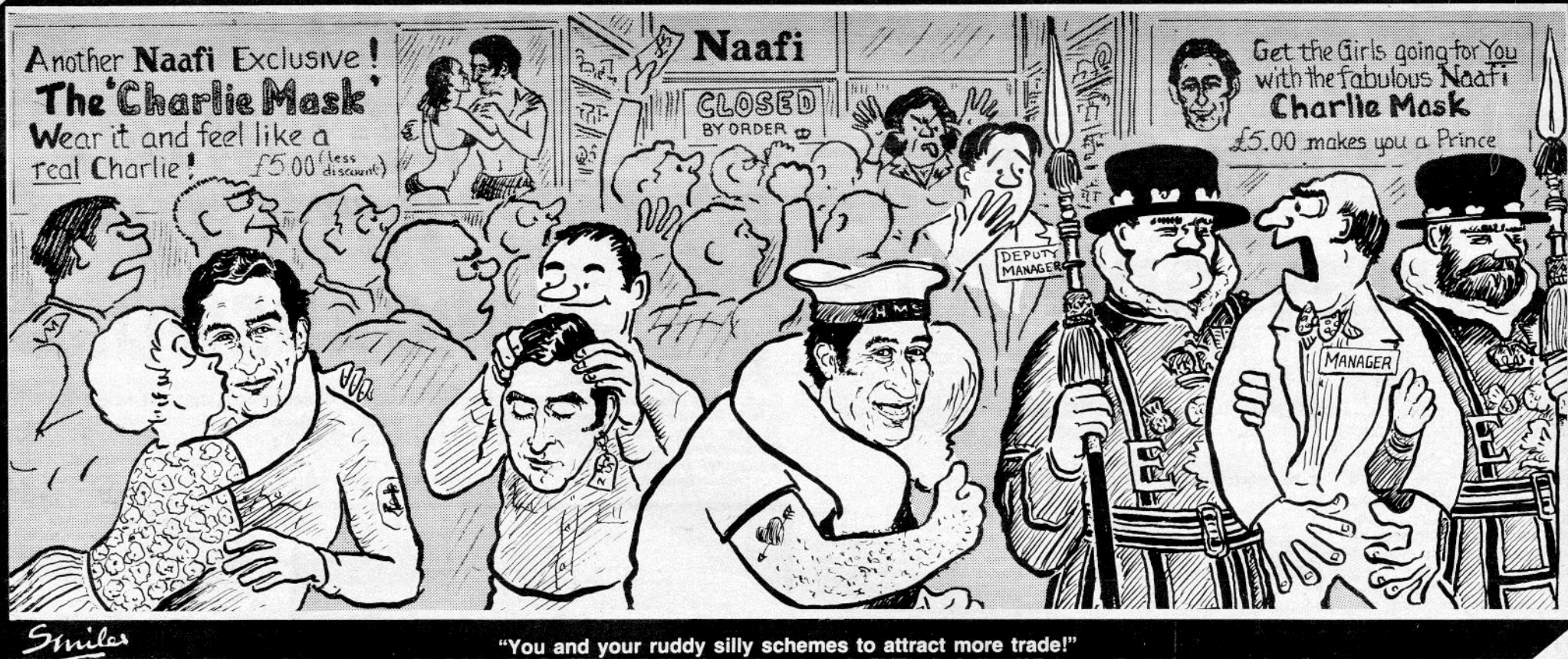
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"You and your ruddy silly schemes to attract more trade!"

## NEWSVIEW

### Of pin-ups, princes, punk — and pay

In Navy News we reckon to offer a breath of naval life by airing sea stories both serious and salty. This edition boasts a selection ranging from pay to punk, pensions to the Prince of Wales, and pin-ups to pretty Wrens. And that's just a start.

Take Wrens, for example. One girl is soon off to Peking, while back home they're looking for volunteers to live in a "goldfish bowl" — not as bad as it sounds and all in a good cause (see elsewhere for details, as they say). But at least, and as readers will have seen last month, the Navy has no plans to arm its girls.

Other stories tell how new ships are joining the Fleet as more head abroad, some to sunny climes. There are exercises, training, rescues, charity work. And, as always, sport plays its part — indeed on this occasion we have a piece about an officer who becomes the first Briton to represent his country at the world ice-yachting championships.

Wives, too, have their say — on drink, overseas trips, and married quarters out-musters.

#### Lively scene

All in all, it's a typical selection. And if we didn't have a report about someone hauling themselves to the top of Gib, we'd fear the Rock was about to crumble. This time, just for the novelty, someone took a 30lb. anchor with them.

Far from complaining, we count ourselves fortunate in having such a lively scene to record. With the passing of years, faces and places change, but constant is the thread of tradition and humour, as is clear from the scores of letters we receive from old sailors for whom a picture or story has stirred a memory, invariably a happy one.

None of this is to suggest all is perfect or that nothing needs improving. Every job has its disappointments, boredoms, sometimes heartaches, as well as its rewards, and naval life has a few all its own.

As we said last month, a spot more "fun and sun" is always welcome, but the scene we survey must have lots going for it. To turn their backs on the Service (or ponder the question), men must be finding the pay situation weighing heavily in the balance.

Pay commitments have been clearly stated and repeated. The sooner hard cash matches rewards due, the sooner should pay preoccupation begin to fade. Besides stabilising the manpower situation, this should make for a more relaxed background for the range of activities which we enjoy portraying as part of the lively naval scene.

# Walk-in Naafi for Invincible

The whole range of Naafi service to the Navy, from the snows of Norway to the married-patch shops to thriving clubs and catalogue buying, was touched on at the 1979 "annual fixture" when Fleet Representatives and Naafi present their reports.

So was the fact that in the new H.M.S. *Invincible*, in which the Naafi compartment has already been completed, there would be for the first time in an R.N. operational ship a "walk-in" gift shop. Naafi facilities on board will include canteen, tobacco kiosk, beer issue centre and wardroom shop.

Presiding at the 121st meeting of the Headquarters Naval Canteen Committee, Vice-Admiral Sir Desmond Cassidi (Flag Officer Naval Air Command) said the Naval Canteen Service should be congratulated on what had been achieved during the year under review.

#### INCREASE

In his report as manager of NCS, Mr. R. H. Vardon said trading in the year to April 29, 1978 was just over £18.5 million, with roughly two-thirds being achieved ashore in the U.K. and one third in H.M. ships.

Breakdown of trade in percentages was: ratings' sales, 56.4; families and individuals' sales, 10.8; budget and instalment credit sales, 4; units and messes, 11.7; and public fund messing, 17.1.

Total sales increased by £1,227,000 (7.1 per cent). About three-quarters of the increase was obtained in H.M. ships, reflecting that in these ships sales increased by 17.5 per cent, whereas home shore trading increased by only 2.6 per cent.

During the year £654,000 was distributed in the form of rebate, discount and dividend — £450,000 related to home shore trading and £204,000 to H.M. ships. The distribution was £136,000 (26.2 per cent) more than in the

previous year, the increase being £66,000 for home shore and £70,000 for H.M. ships. Rate of rebate was increased from 4 to 5 per cent from November 1977.

The Navy's share of Extra Rebate, which is allocated to the three Services in proportion to strength of each was £115,000, an increase of £23,000 (25 per cent).

Mr. Vardon said that NCS staff was again serving in Norway in exercises this spring.

On the NCS "Club of the Year" competition, he said there had been a few murmurings to the effect "What is Naafi doing judging Royal Navy clubs?" This competition had been instituted by NCS for their club staff, whose performance in all aspects was judged. Fleet and Corps representatives took part in the judging to ensure that the customers' opinions were taken into account.

This year the Naafi establishments in H.M.S. *Neptune* and R.N. air station *Culdrose* were joint winners.

On soft drinks in shops, Mr. Vardon said that to date 21 new machines had been installed and six more were ready for installation.

Kingspin gaming machines, incorporating the recently-approved £30 jackpot, had been installed in 23 naval locations and there were plans to introduce two other types of machines with the £30 jackpot.

In his development report, Mr. Vardon said two major public-funded projects had been completed — the amenity at the Fleet Maintenance Base, Devonport, and the new club at the Commando Training Centre, Royal

Marines, Lymington. Work on the major extension to the Lion Club in H.M.S. *Cochrane* was well advanced, as was the construction of the new club in R.N. Hospital Haslar, which was due for completion in June.

In his report, the Fleet Representative, Naval Home Command (South), FCPO K. A. Ward, said gaming machines were now serviced regularly and there was a marked reduction in breakdowns.

Club chairmen had become more professional in their approach to club life and as a result entertainment of a much higher standard was provided, with top artistes and groups competing to appear. Regular meetings within Command areas where club chairmen could discuss problems and compare notes had been of great value, and he thought an annual meeting of all club chairmen throughout the R.N. and R.M. would be of benefit.

"A great deal of credit should go to the Naafi club managers who provide abundant experience to their partnerships with club chairmen. A good example is the Collingwood Club in creating a new record by taking over £1,000 across the bar in one night last November."

#### BLACK TIGHTS

The WRNS Representative, FCWREN S. J. Snowley, raised a smile when she said that on a visit to H.M.S. *Raleigh* she discovered only one brand of black tights on sale, as, apparently, tights are in demand from the trainees for cleaning their shoes. Now, she had been told, the general stock of "feminine items" on sale there had improved.

The Corps Representative, Royal Marines, CSgt G. A. Hart, said the new club CTC Lymington opened in November, providing modern comfortable facilities. He thought there was still cause for concern over the ordering of goods from Naafi catalogues, with too many customers being disappointed by receiving replies of "Not available" or having to wait for a long time.

Replying later to this point, Mr. Vardon said there were difficulties in obtaining some goods and constant attention was given to the matter, but it was not all problems because this was a big growth area of business.

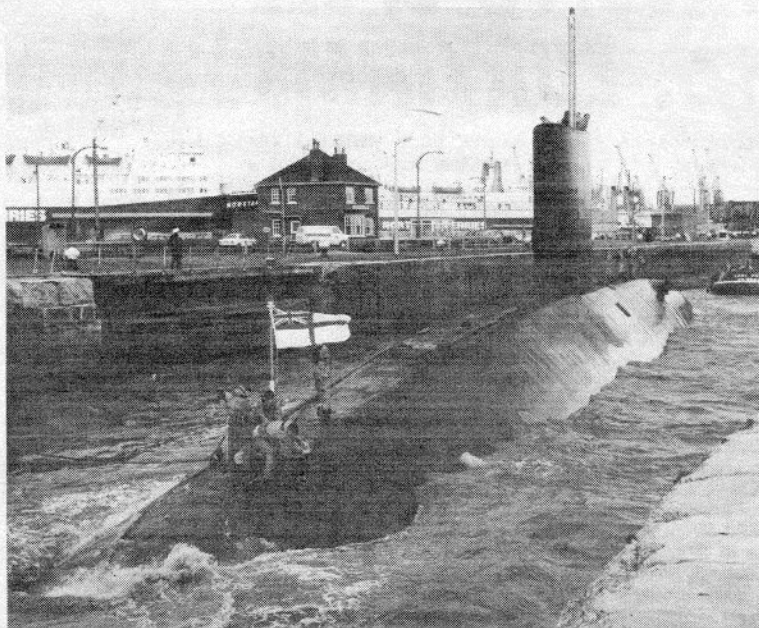
The Fleet Representative, Ships and Overseas, Chief Mech C.G. Hart, said the breaking down of automatic vending machines continued to be a "pain in the neck," especially in Type 21 frigates which did not have enough storage space to supplement with canned soft drinks.

On service generally he said, "It is really in only about five per cent of the ships that I have visited that poor service has been received, but the other 95 per cent have received excellent service."

The Fleet Representative, Naval Air Command and Naval Home Command (North and Medway), POA W. J. Hulston, said, "Little does the sailor realize the amount of work that goes on behind the scenes to make his leisure time better."

## Nuke visits Hull

H.M.S. *Courageous*, the nuclear-powered Fleet submarine, is pictured during a four-day visit to Hull last month to give her crew a "breather" after trials and training. She was open to visitors for part of the time.



Picture: CPO (Phot) Ben Cartwright.



# COASTER CREW WINCHED TO BERWICK IN BISCAY RESCUE

## Drama in pictures

In these dramatic photographs by POCK Frank De Mengel, of H.M.S. Berwick, a crew member is lifted from the deck of the German coaster Paaschburg, wallowing in heavy seas in the Bay of Biscay, and winched down on to the flight deck of the Berwick.

## LUCKY SEVEN GET A LIFT IN A LYNX

Seven men were rescued from a German coaster when H.M.S. Berwick and a Lynx helicopter from H.M.S. Arrow answered a distress call in appalling weather conditions in the Bay of Biscay.

It was the first incident of its kind in which a Royal Navy Lynx has been involved. Often during the winching of crewmen from the vessel, the aircraft's rotor blades were no more than 10ft. from the ship's superstructure.

The Berwick, in company with H.M. ships Antelope and Aurora — and the Arrow were on passage to Gibraltar to take part in Exercise Springtrain when my Paaschburg, wallowing in heavy seas, put out a distress call.

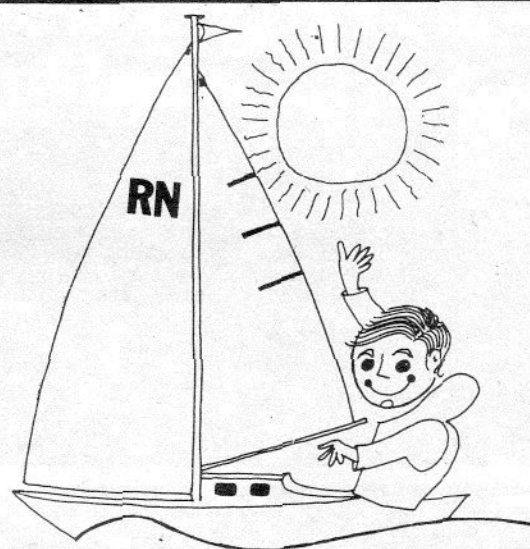
She was found after a co-ordinated search between the Berwick and a French maritime patrol aircraft.

Meanwhile the Arrow's Lynx, 326, piloted by Lieut.-Cdr. Nick de Hartog, with Sub-Lieut. Russ Thorburn as observer and AA1 Vic Flemwell as winchman, was launched with winds gusting up to 45 knots and in 30ft. seas.

After carrying out her initial task of transferring three crewmen to the Berwick, the Lynx headed back to the Arrow, still 55 miles to the north-west. Then, when the Paaschburg's master decided to abandon ship entirely, the helicopter returned to the scene to winch the remaining four crewmen down on to the heaving deck of the frigate.

As the Lynx once again returned to the Arrow after a five-hour rescue operation, the Berwick stayed with the empty coaster to tug shipping until a Dutch salvage tug took over.

Fourteen hours after the first distress call was received, the Berwick finally left the scene to join the exercise. She later landed the rescued men at Gibraltar.



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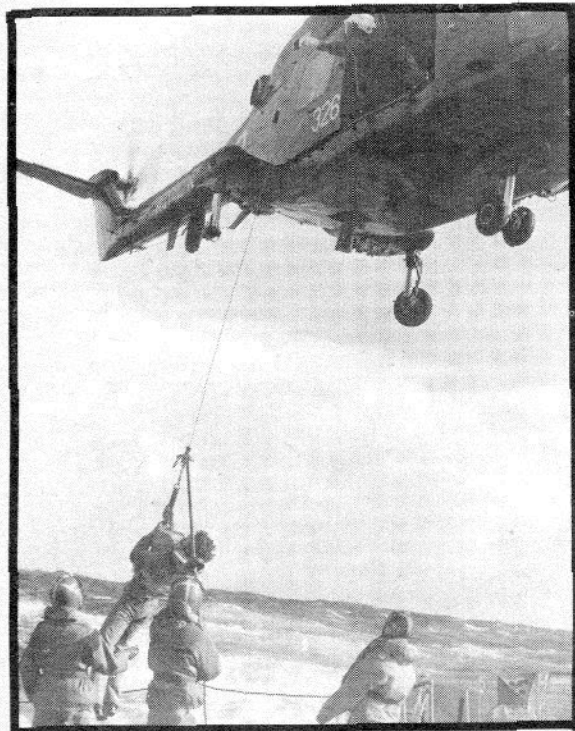
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# THE HOLE TRUTH

Beneath Middlesex's suburbia, nudging the tions of the stockbroker belt town of Northwood, I Hole" — the command complex that will control million square miles of sea around us if we sh forced into war.

It is the operations centre for the staff of one o triumvirate of major NATO commanders, known in NATO-ese as CINCHAN, but more properly as Commander-in-Chief Channel — Admiral Sir Henry Leach is also Commander-in-Chief Eastern Atlantic (CINCEA another NATO job, and Commander-in-Chief Fleet (CIN which puts him in operational command of the national R

## ... about NATO at Northwood

As a major NATO commander he is on an e with the Supreme Allied Commander Europe Alexander Haig, US Army, and Supreme Allied Atlantic, Admiral Harry Train, USN.

From his underground nerve centre — nicknamed "The Hole" — the seaways from t coast of France to the North Pole and from M the Barents Sea will have to be controlled to clear for the lifeline of 800 convoys a month n replenish Europe in time of war.

In peacetime, "The Hole" is the workplace drawn from nine nations, but in time of tension times that number would live on the four floors to the outside world need be opened for 30 day are bunks in the walls for a third of the sta watch-and-watch about.

From Northwood, the Commander-in-Chief gates some of his command and control to Flag Training at Portland, Flag Officer Submarines, from Gosport to Northwood last year, three c Flag Officers, and certain area Flag Officers.

### Part-timers

The compact CHANNEL / EASTLANT staff with Maritime Air Staffs, can carry out the norma control and planning of their areas all the year major exercises, in a period of tension, or, if fails, war, the staffs are augmented by "part-ti come from H.M.S. Northwood, the R.N.R. headq the Auxiliary Air Force; the U.S. Naval Re small numbers from other NATO countries.

But what of the future for this seat of NATO situated as it is close to the site where Quee inflicted an embarrassing defeat on the occupy army?

### Pilot system

Some years ago it was decided to cent command and control of the Fleet, Channel a Atlantic Commands within the Northwood hea This will mean the modernisation and enlarger present underground operations centre, and already a pilot system operating which not on the present organisation but is the foundation u the future organisation will be built.

This new, computerised, operational cont — known as OPCODE — is designed to deal with of many thousands of signals reaching the cor every day — a pile six feet high needs to be every four hours — and for their transforma readily understandable, real time, database wh distributed and displayed at the touch of a ke This is up-to-date command and control.

## TWO FORCES AT

In spite of his power as one of NATO's t military commanders, only two ocean-going fo under the control of the Commander-in-Chief's at Northwood — and one of those, STANAVF only three quarters of the time.

They are the Standing Naval Force Cha NAVFORCHAN) and the Standing Naval For (STANAVFORLANT).

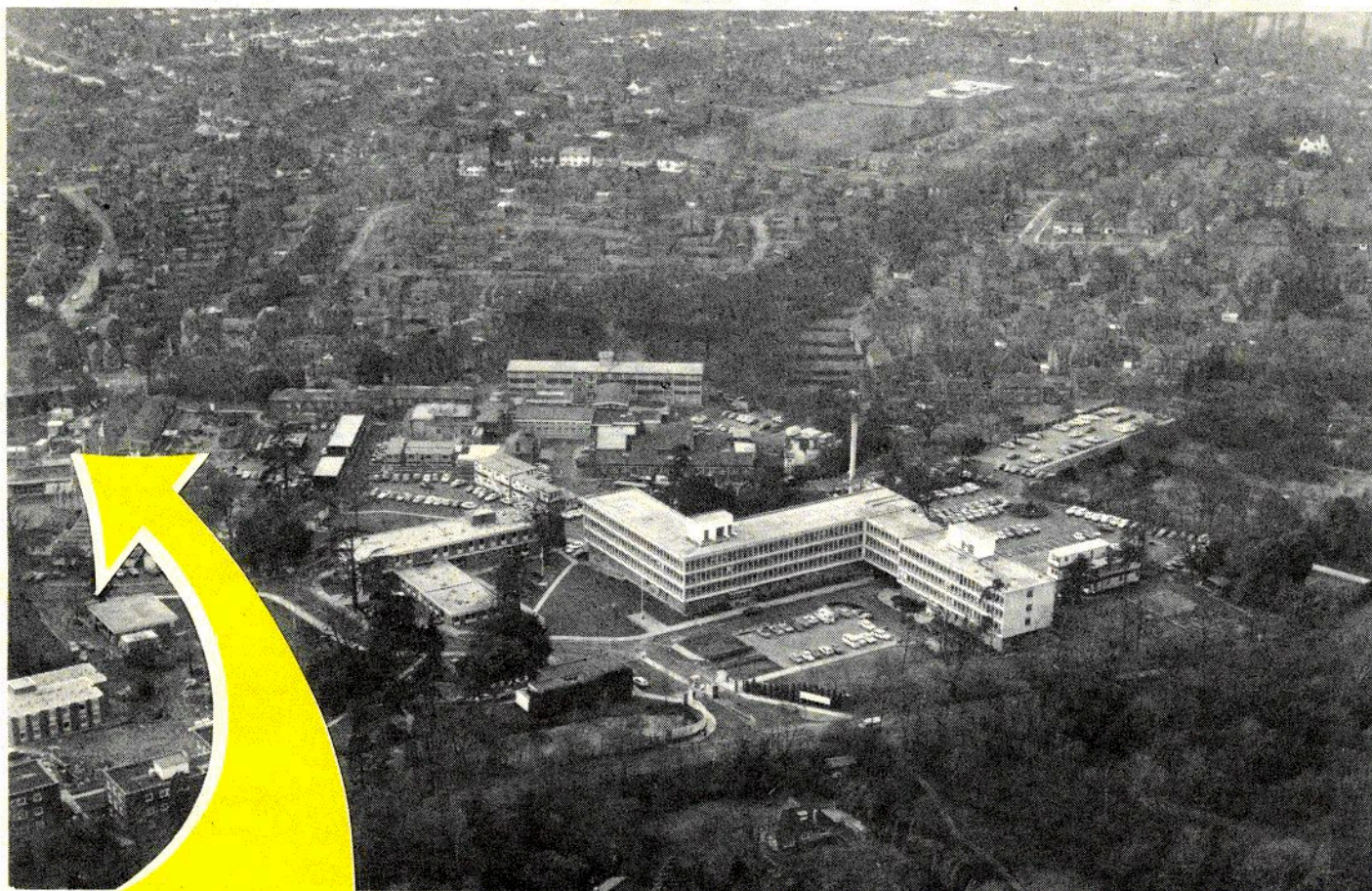
The Channel squadron is a force of betwe nine mine countermeasures vessels taken from normally operating in the Channel. Presently it ships from the Netherlands, the United States, Kingdom (H.M.S. Hubberston), Belgium and Wes and is commanded by a Belgian officer wh succeeded in May by a commander RN.

The Atlantic force of destroyers and frigates of six ships drawn from the United States, C Netherlands, West Germany and the United King ships Sheffield and Ariadne), and has just hac of command from a Canadian commodore to captain. The squadron is constantly deployed in and manœuvres all year round throughout the miles of the North Atlantic.

## UNIQUE PART-TIM

The 150 officers, ratings and Wrens of the serve in the operations centre are unique. As r the ship's company of H.M.S. Northwood, they sea.

They are assigned to H.M.S. Northwood, headquarters unit attached to the Commander-in are dedicated to work in the NATO operations They work alongside R.N. communicators a and are the most operationally prepared of an sailors in NATO.



This is Northwood. The arrow shows the entrance to "The Hole," the underground nerve centre of this NATO command complex. The main building provides headquarters for Fleet, 18 Group R.A.F., and some CINCHAN and CINCEASTLANT staff.

### NATO's weather eye

The Fleet Weather and Oceanographic Centre at Northwood is one of a chain keeping NATO navies informed — the others are in Naples, Lisbon, the United States and Canada.

The 11 officers in the Northwood centre, under the command of Capt. Dennis Roe, are all meteorological specialists with science degrees, and the 27 male and female ratings who work for them have also had advanced specialist training.



The Commander-in-Chief, Admiral Sir Henry Leach, gets a top level briefing down "The Hole." He is flanked by Air Marshal Philip Lagesen, Commander Allied Maritime Air Force Channel Command (left) and Rear Admiral Christiaan Krijger of the Royal Netherlands Navy, the Chief of Allied Staffs.



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## AT SEA

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## In command under the sea

Flag Officer Submarines, Rear-Admiral R. R. Squires, has in addition to his national responsibilities as the head of the Royal Navy's Submarine Service, the NATO role of Commander Submarines Eastern Atlantic (CON-SUBEASTLANT).

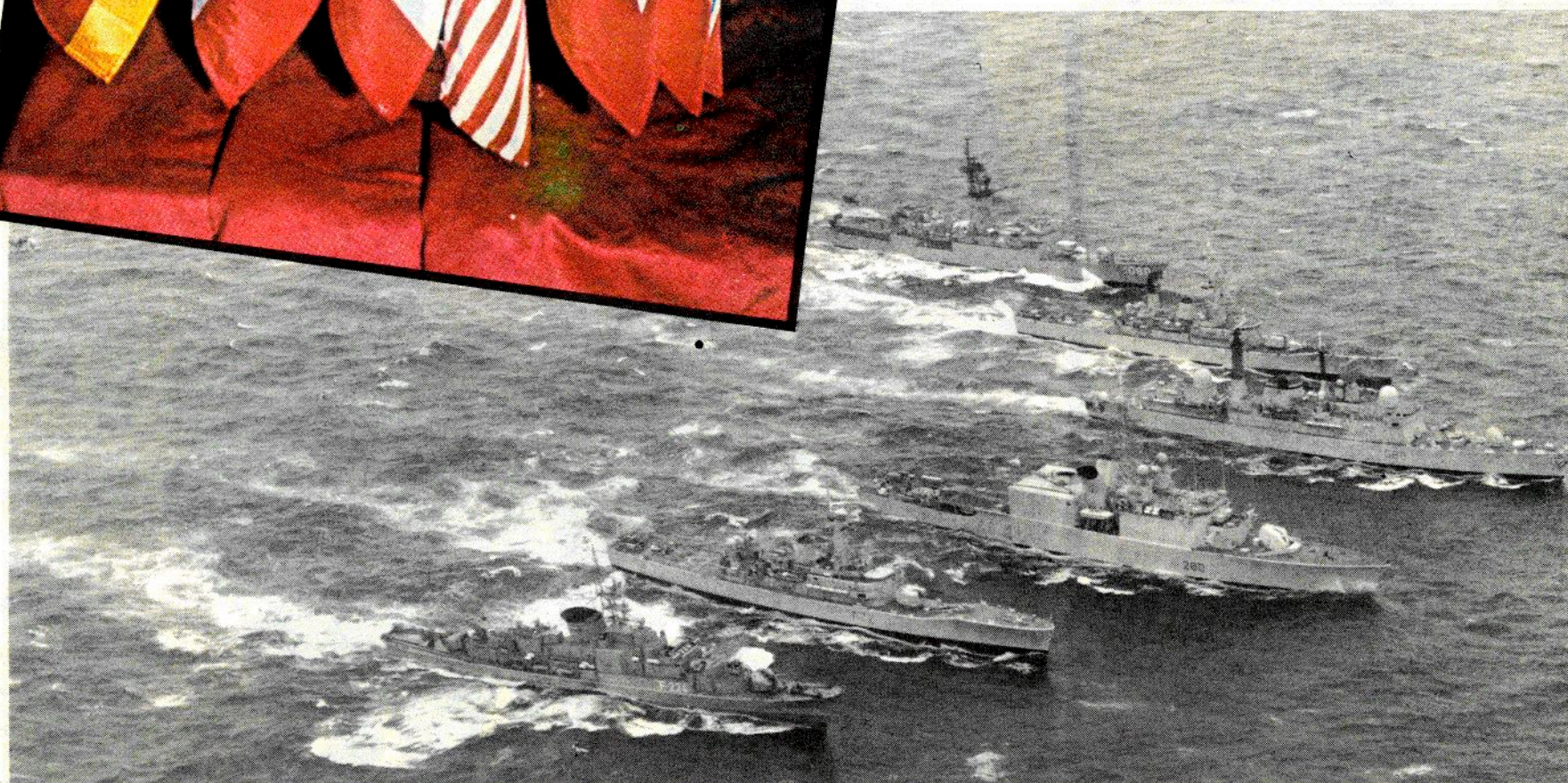
The Royal Navy operates 30 submarines, including four nuclear-powered Polaris submarines which form Britain's contribution to the NATO strategic deterrent.

As Flag Officer Submarines Rear-Admiral Squires has national operational control of all Royal Navy submarines, except the four Polaris boats while in their operational cycle (a responsibility retained by the Commander-in-Chief Fleet).

## ... and above

In the same way as Admiral Leach has a national and two NATO hats to wear, Air Marshal Philip Lagesen, the Air Officer Commanding 18 Group R.A.F. — located with Fleet at Northwood — is also Commander Allied Maritime Air Force Channel (COMMAIRCHAN) and Commander Maritime Air Eastern Atlantic (COMMAIREASTLANT).

As such he is subordinate to CINCHAN / CINCEASTLANT, but his power increases in time of alert in that a number of NATO countries dedicate aircraft to his command under current NATO agreements.



Standing Naval Force Atlantic at sea. The squadron includes H.M. ships Sheffield (D80) and Ariadne (F72).

Pictures by LA(Phot)  
Dave Cutler



Left — Wrens at work in "The Hole's" communications centre, which serves both NATO and Fleet staffs.

## Northwood's Icelandic Siggy . . .

Iceland's only representative in Northwood is Sigrid Thordardottir, who works in the Finance Section. Siggy speaks French, English, German, and, of course, Icelandic, and her father works in the Icelandic Embassy in London.





## Colin has mastered his art



CPO(D) COLIN KIDMAN has become the first non-American to be awarded the silver pin of a Master Diver's Rate, the most coveted award in U.S. Navy diving. Colin, who is on an exchange draft at the Naval Experimental Diving Unit in Panama City, Florida, finished top of the course which he completed in company with four U.S.N. chief divers.



A naval Nelson is once again striding the decks of H.M.S. Victory! AB PHILIP NELSON is a guide aboard the flagship of his famous namesake, and is pictured here in front of the ship's bell.



POWren (Phot) DENISE APPLETON has a winning smile, but it wasn't her pretty face that won her the Captain's Award for Efficiency in H.M.S. Dolphin. Denise is the senior rate in charge of the submarine base photographic section, and she is believed to be the first Wren petty officer to manage a mixed photographic unit in the Royal Navy.

The award was made by the Captain of Dolphin, Capt. CHARLES BAKER, who has now taken up his new appointment in command of H.M.S. Argonaut and the Seventh Frigate Squadron.

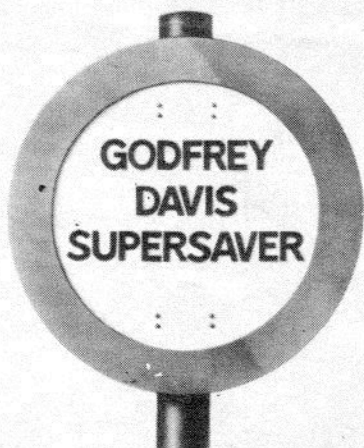


Picture: CPO(Phot) Ben Cartwright



Lieut.-Cdr. BRUCE LINDSAY (above), Staff Instructor Officer to Flag Officer Scotland and Northern Ireland, is well qualified for Civvy Street when he completes his Medium Career Commission. He was one of only four candidates out of 800 to obtain a distinction for a paper on marketing analysis and decision written for his Diploma in Marketing. The Diploma, awarded by the Institute of Marketing, is the best qualification in marketing available in the U.K.

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DAY/DATE	WHAT'S ON	WHO'S ON	TIME	ADM
SUN 1st	DISCO	DJ RICHARD WOOD	8 till 1130	30p
MON 2nd	DISCO	DJ PETE CROSS	8 till 1130	30p
THURS 5th	TOP POP NIGHT	BILLY OCEAN & DJ JOHN THOMPSON	8 till midnight (Collar & tie — No jeans/T-shirts)	£1
SUN 8th	DISCO	DJ RICHARD WOOD	8 till 1130	30p
MON 9th	POP NIGHT	CANNED ROCK & DJ PETE CROSS	8 till 1130	70p
THURS 12th TO SUN 29th	CLUB CLOSED DURING LEAVE PERIOD			
MON 30th	DISCO	DJ PETE CROSS	8 till 1130	30p

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(except leave periods)

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## 'Professionals' all at sea!



Second Officer CHRIS DYER (left) and Wren JUDITH CLARKE went to sea with "The Professionals" . . . and taught Doyle and Bodie a thing or two about sailing. For while Chris and Judith were keeping dry, television stars MARTIN SHAW and LEWIS COLLINS tacked into trouble and capsized in Gibraltar harbour. Not that a little ducking would have bothered the intrepid heroes of the popular TV series!

Pictures: PO(Phot) Dick Birkell

## Who's got Bernie's dirk?

If anyone knows the whereabouts of Lieut. BERNIE BRUEN's Midshipman's dirk, would they kindly contact Navy News. Bernie, now serving in Diego Garcia, lent the dirk to someone to cut a marriage cake.

The dirk is a family heirloom and he would like it back. Unfortunately, he can't remember who borrowed it!

## Linda takes the vows

One of the last engagements of Monsignor F. J. WALMSLEY, R.N., before he became the Bishop-in-Ordinary to H.M. Forces, was to attend the Profession Ceremony of Sister LINDA PETERS.

Sister Linda was a Chief Wren Regulator and served in H.M.S. Pembroke before she joined the Marie Reparatrice Convent at Wimbledon.

## PEN-PALS . . .

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Joan (45), widow, 5ft. 3in., fair hair, blue eyes, Barrow-in-Furness.  
Coleen (15), 5ft. 3in., brown hair, blue eyes, Guernsey.  
Jennifer (16), 5ft. 4in., brown hair, brown eyes, Cooke Point, Australia.  
Margaret (29), single, 5ft. 2in., brown hair, blue eyes, Guildford, Surrey.  
Carol (18), single, 5ft. 5in., dark hair, brown eyes, Guernsey.  
Pam (18), single, 5ft. 2in., fair hair, green eyes, Guernsey.  
Jackie (20), single, 5ft. 2in., ginger hair, blue eyes, Guildford, Surrey.  
Terry (22), single, 5ft. 4in., brown hair, brown eyes, Liverpool.  
Jenny (15), 5ft. 1in., black hair, Portsmouth.  
Stephanie (15), 5ft. 6in., brown hair, blue eyes, London.

Gina (16), 5ft. 4in., blonde hair, blue eyes, Ryde, Isle of Wight.

Lindsey (18), single, 5ft. 8in., brown hair, hazel eyes, Lymington, Hants.

Shani (17), single, 5ft. 4in., brown hair, blue eyes, Ryde, Isle of Wight.

Sharon (16), 5ft. 1in., brown hair, hazel eyes, Catterick Village.

Ann (27), single, 5ft. 6in., brown hair, blue eyes, Gosport, Hants.

Sue (18), single, 5ft. 8in., blonde hair, brown eyes, Penryn, Cornwall.

Kathryn (15), 5ft. 1in., brown hair, brown eyes, Newcastle-on-Tyne.

Joan (52), widow, 5ft. 1in., blonde hair, blue-grey eyes, Bolton, Lancs.

Susan (16), 5ft. 4in., brown hair, hazel eyes, Morphet Vale, Australia.

Suzanne (16), 5ft. 4in., fair hair, blue eyes, Melbourne, Australia.

Julie (19), single, 5ft. 4in., brown hair, London.

Christine (16), 5ft. 2in., brown hair, hazel eyes, Wallasey, Merseyside.

Sally (16), 5ft. 5in., brown hair, brown eyes, Wellington, New Zealand.

Sadie (17), single, 5ft. 3in., brown hair, grey-green eyes, Coatbridge, Scotland.

Anne (17), single, 5ft. 4in., brown hair, brown eyes, Manchester.

Pauline (25), divorced, 4ft. 11in., blonde hair, green eyes, two children, Henley-on-Thames, Oxon.

Kim (18), single, 5ft. 7in., blonde hair, blue eyes, Sunderland.

Linda (26), divorced, 5ft. 6in., fair hair, blue eyes, one son, Headington, Oxford.

Nicola (16), 5ft. 1in., brown hair, blue eyes, Bracknell, Berks.

Pauline (17), single, 5ft. 2in., blonde hair, blue eyes, London.

Maeve (16), 5ft. 4in., brown hair, blue eyes, Limerick, Ireland.

Angela (16), 5ft. 2in., blonde hair, blue-green eyes, Oakham, Rutland.

Anne (16), 5ft. 4in., brown hair, green eyes, Bracknell, Berks.

Anita (23), single, 5ft. 6in., brown hair, blue eyes, Birmingham.

Mandy (18), single, 5ft. 2in., auburn hair, blue eyes, Mansfield, Notts.

Lizzy (15), 5ft. 7in., brown hair, blue eyes, Moray, Scotland.

Jill (37), divorced, 5ft. 4in., brunette, green eyes, Newcastle-on-Tyne.

Carmen (26), single, 5ft. 1in., dark hair, brown eyes, Colchester, Essex.

Alison (21), single, 5ft. 9in., brown hair, brown eyes, Totnes, Devon.

Linda (17), single, 5ft., brown hair, blue eyes, Middlesbrough, Cleveland.

Wendy (15), 5ft. 4in., auburn hair, brown eyes, Manchester.

Kerry (16), 5ft. 2in., blonde hair, blue eyes, Teddington, Middlesex.

Martha (16), 5ft. 5in., brown hair, Rhu, Helensburgh.

Cathy (20), single, 5ft. 6in., brown hair, hazel eyes, Liverpool.

Pat (29), single, 5ft. 4in., brown hair, green eyes, Poole, Dorset.

Elizabeth (45), widow, 5ft. 5in., brown hair, blue eyes, Par, Cornwall.

Doreen (50), divorced, 5ft. 4in., brown hair, hazel eyes, St Austel, Cornwall.

Benita (21), single, 5ft. 6in., blonde hair, Robertsbridge, Sussex.

Kate (16), 5ft. 5in., brown hair, brown eyes, Westbury-on-Trym, Bristol.

Fiona (16), 5ft. 7in., brown hair, green eyes, Westbury-on-Trym, Bristol.

Linda (16), 5ft. 5in., brown hair, blue eyes, Westbury-on-Trym, Bristol.

Wendy (16), single, 5ft. 4in., brown hair, hazel eyes, Weybridge, Surrey.

Gillian (19), single, 5ft. 6in., brown hair, blue eyes, Middlesbrough.

Sarah (15), brown eyes, blonde hair, Luton, Beds.

Julie (20), single, 5ft. 5in., blonde hair, brown eyes, Ipswich.

Beverley (20), single, 5ft., brown hair, green eyes, Ipswich.

Sharon (21), single, 5ft. 5in., blonde hair, blue eyes, Potters Bar, Herts.

Carole (21), single, 5ft. 3in., brown hair, hazel eyes, Bolton, Lancs.

Ann (16), 5ft. 9in., brown hair, blue-green eyes, Exeter, Devon.

Robyn (16), 5ft. 7in., blonde hair, blue-green eyes, Oakbank, Australia.

Anita (23), single, 5ft. 7in., brown hair, blue eyes, Northwood, Middlesex.

Jane (20), single, 5ft. 1in., brown hair, brown eyes, Broadstairs, Kent.

Lola (18), single, 5ft. 2in., brown hair, hazel eyes, South Oxhey, Watford.

Jenny (44), divorced, 5ft. 1in., brown hair, brown eyes, Portsmouth.

Elizabeth (17), single, 5ft. 4in., blonde hair, blue eyes, Kilwinning, Ayrshire.

Carol (18), single, blonde hair, green eyes, Salisbury East, Australia.

Raewyn (15), 5ft. 1in., brown hair, blue eyes, Cambridge, New Zealand.

Karen (18), single, 5ft. 3in., brown hair, blue eyes, Orpington, Kent.

Kathy (15), 5ft. 3in., brown hair, blue eyes, Boston, Lincs.



# THE NEWS

Picture: LA(Phot) M. Davidson.



Rear-Admiral J. M. H. COX (right), Chief-of-Staff Naval Home Command, donned combat clothing during a visit to H.M.S. Fisgard to visit trainees exercising in wintry conditions on Bodmin Moor. He was accompanied by his personal assistant, Third Officer CAROLYN STAIT, and the Captain of Fisgard, Capt. J. S. GROVE (left) and other senior staff officers.

Picture: Wren (Phot) Margaret O'Hara.



As part of their preliminary fitness training, Portsmouth Command field gun crew members try to pull a 4.5in. gun from its normal position in the training shed in H.M.S. Excellent, urged on by Field Gun Officer Lieut. CHRIS BARNACLE, and trainers CPO PETER SCOTT and CPTI ALEX CLARKE. The crew begin their proper training on April 9, in preparation for the Royal Tournament at Earls Court.



## Minerva meal

Shipwright Mr. GEORGE KNOX got a special "thank you" from members of the junior rates' mess in H.M.S. Minerva. George was responsible for work in their galley during a major refit in Chatham, so he was invited to eat the first meal when the mess was re-opened. Serving up a V.I.P. portion are STD DAVID DUNBAR and POCK STEVE STEENSON.

## Snow joke!

February blizzards were snow joke for LREG PETER DAVID and his Air Police dogs Monty (left) and Dafydd. Peter was training as a drug dog handler at the Police School at R.A.F. Newton. After his course, he and his two dogs report to H.M.S. Nelson for duty.

Picture: SAC Vince Avery, R.A.F.



## That's a lot of service!



Fifty years service in the Royal Navy and Royal Naval Reserve has come to an end for Lieut.-Cdr. JACK JOHNSON, who retired in February. He has been in uniform since he joined up as a boy in 1929.

A communicator, he was Admiral Sir Andrew Cunningham's yeoman of signals for two years in 14 ships, and was present at the Battle of Matapan, the second Battle of Narvik and the Battle of Calabria.

Jack left the R.N. in 1963 to become full-time R.N.R. officer co-ordinating communications at Northwood.



CRS ROGER CANNON has retired from the Royal Navy after 45 years in uniform. For the last 11 years, he has been training R.N.R. personnel in H.M.S. Cambria at Cardiff. CRS Cannon, now 61, served in the battleship Ramilles, and in various destroyers during the Second World War.

## ... PEN-PALS

**Amanda** (15), 5ft. 6in., brown hair, blue-green eyes, Cannock, Staffs.  
**Kerrie** (16), 5ft. 3in., brown hair, blue eyes, Newport, Gwent.  
**Claire** (25), single, 5ft. 3in., fair hair, green eyes, Brussels, Belgium.  
**Anne** (26), divorced, 5ft. 3in., fair hair, blue eyes, one daughter (3), Thetford.  
**Ruth** (16), 5ft., brown hair, brown eyes, Salisbury East, Australia.  
**Esther** (22), single, 5ft., brown hair, green eyes, Llanelli, Dyfed.  
**Rosalind** (15), 5ft. 5in., brown hair, blue-green eyes, Elgin, Morayshire.  
**Sia** (15), 5ft. 4in., blonde hair, green eyes, Victoria, Australia.  
**Jane** (15), 4ft. 11in., blonde hair, hazel eyes, Swaffham, Norfolk.  
**Sally** (19), single, 5ft. 8in., brown hair, blue eyes, Southampton.  
**Lynda** (26), single, 5ft. 3in., dark hair, brown eyes, Southampton.  
**Joyce** (49), divorced, 5ft. 1in., brown hair, green eyes, London.  
**Lynne** (17), single, 5ft. 2in., brown hair, blue eyes, Basildon, Essex.  
**Corinne** (17), single, brown hair, brown eyes, Exeter, Devon.  
**Julie** (17), single, 5ft. 3in., fair hair, blue eyes, Newport, Gwent.  
**Meionie** (41), divorced, 5ft. 7in., brown hair, blue eyes, one daughter (10), Portsmouth.  
**Rosena** (16), 5ft. 2in., brown hair, brown eyes, Napier, New Zealand.  
**Angie** (17), 5ft. 3in., brown hair, brown eyes, Dagenham, Essex.  
**Annette** (16), 5ft. 6in., black hair, blue eyes, Townsville, Queensland, Australia.

**Sherillee** (16), 5ft. 2in., brown hair, Peterborough, Cambs.  
**Sharon** (19), single, 5ft. 8in., fair hair, green eyes, Liverpool.  
**Primrose** (22), single, 5ft. 3in., brown hair, green eyes, Hull.  
**Jean** (30), single, 5ft. 8in., brown hair, brown eyes, Harrow, Middlesex.  
**Carol** (15), 5ft. 6in., brown hair, blue eyes, St Helens, Merseyside.  
**Ann** (25), divorced, 5ft. 1in., brown hair, blue eyes, one daughter (2), Malvern, Worcs.  
**Jenny** (17), single, 5ft. 5in., brown hair, green eyes, Damaru, New Zealand.  
**Connie** (17), single, brown hair, brown eyes, Sliema, Malta.  
**Angela** (16), 5ft. 4in., brown hair, brown eyes, Plymouth, Devon.  
**Catherine** (15), 5ft. 4in., brown hair, blue eyes, St Helens, Merseyside.  
**Christine** (24), single, 5ft. 5in., brown hair, brown eyes, Skipton, N. Yorks.  
**Debra** (17), single, 5ft. 1in., brown hair, brown eyes, Plymouth, Devon.  
**Miss K.** (43), divorced, 4ft. 11in., brown hair, grey eyes, Plymouth, Devon.  
**Jill** (25), divorced, 5ft. 4in., auburn hair, hazel eyes, two children, Folkestone, Kent.  
**Margaret** (25), single, 5ft. 6in., auburn hair, blue eyes, London.  
**Elaine** (16), 5ft. 2in., brown hair, blue eyes, London.  
**Sue** (17), single, 5ft. 6in., brown hair, brown eyes, London.  
**Ann** (17), single, 5ft. 7in., blonde hair, blue eyes, London.  
**Elizabeth** (15), 5ft. 9in., brown hair, blue eyes, St Helens, Merseyside.  
**Hope** (43), divorced, 5ft. 2in., brown hair, blue eyes, one son (10), Portsmouth.

**Sue** (20), single, 5ft. 4in., brown hair, brown eyes, Derby.  
**Sarah** (21), single, 5ft. 5in., brown hair, grey eyes, Derby.  
**Leonore** (25), single, 5ft. 3in., blonde hair, blue eyes, Derby.  
**Shirley** (17), single, 5ft. 6in., brown hair, brown eyes, Huntingdon, Cambs.  
**Ann** (27), single, 5ft. 2in., auburn hair, green eyes, Abergele, Clwyd.  
**Susan** (16), 5ft. 2in., auburn hair, green eyes, Huntingdon, Cambs.  
**Sheena** (16), 5ft. 5in., blonde hair, blue eyes, Huntingdon, Cambs.  
**Lynda** (16), 5ft. 7in., brown hair, blue eyes, Huntingdon, Cambs.  
**Jennifer** (35), separated, 5ft. 6in., brown hair, green eyes, three children, Bolton, Lancs.  
**Phyllis** (39), divorced, 5ft. 4in., auburn hair, one daughter (10), London.  
**Helen** (17), single, 5ft. 9in., fair hair, blue eyes, Cheltenham, Glos.  
**Dawn** (18), single, 5ft. 5in., brown hair, hazel eyes, Cheltenham, Glos.  
**Julie** (15), 5ft. 2in., brown hair, brown eyes, Rainford, Merseyside.  
**Lyn** (16), 5ft. 1in., brown hair, brown eyes, Victoria, Australia.  
**Elizabeth** (16), 5ft. 4in., brown hair, blue eyes, Victoria, Australia.  
**Bernadette** (16), 5ft. 6in., brown hair, blue eyes, Victoria, Australia.  
**Elizabeth** (19), single, 5ft. 4in., black hair, brown eyes, Ravensthorpe, Peterborough.  
**Pamela** (27), divorced, 5ft. 2in., brown hair, green eyes, Portsmouth.  
**Margaret** (17), single, brown hair, blue eyes, Kirby-in-Ashfield, Notts.

**Carol** (17), single, auburn hair, brown eyes, Leeds, Yorks.  
**Carla** (16), 5ft. 4in., brown hair, brown eyes, Birmingham.  
**Tracy** (16), brown hair, brown eyes, Molesworth, Cambs.  
**Mia** (16), 5ft. 4in., black hair, brown eyes, Bristol.  
**Tina** (18), single, 5ft. 8in., brown hair, blue-grey eyes, Birmingham.  
**Diane** (15), 5ft. 4in., brown hair, green eyes, Birmingham.  
**Inez** (24), single, 5ft. 5in., brown hair, brown eyes, Georgetown, Guyana.  
**Ann** (23), single, 5ft. 5in., blonde hair, grey eyes, Pinetown, South Africa.  
**Linda** (18), single, 5ft. 4in., blonde hair, blue eyes, Thornbury, Bristol.  
**Pauline** (18), single, 5ft. 5in., red hair, blue-grey eyes, Airdrie, Lanarkshire.  
**Mary** (19), single, brown hair, blue eyes, Liverpool.  
**Margaret** (18), single, 5ft. 7in., brown hair, blue eyes, Coventry.  
**Susan** (17), single, 5ft. 3in., blonde hair, blue eyes, Hertford, Herts.  
**Denise** (17), single, 5ft. 2in., brown hair, green eyes, Hertford, Herts.  
**Shirley** (33), divorced, 5ft. 5in., brown hair, hazel eyes, Newhaven, Sussex.  
**Betty** (21), single, 5ft. 1in., brown hair, blue eyes, Nottingham, W. Yorks.  
**Julie** (18), single, 5ft. 2in., brown hair, blue eyes, Rochford, Essex.  
**Linda** (26), divorced, 5ft. 6in., fair hair, blue eyes, one son (8), Headington, Oxford.  
**Debbie** (20), single, 5ft. 4in., brown hair, hazel eyes, Braintree, Devon.  
**Penny** (24), single, 5ft. 7in., brown hair, brown eyes, Braintree, Devon.

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LADY, age 32, divorced, one child, wishes to correspond / meet sincere Naval gentleman. Box No: Navy New 463.

LONELY OFFICER'S WIDOW wonders if any similarly lonely officer — 40 plus — would like to correspond. Box No: Navy News 465.

SMART NAVAL WIDOW would like to correspond / meet naval gentleman late 40's. Box No: Navy News 464.

LADY 53, wishes to correspond with gentleman same age. Box No. Navy News 466.

FEMALE 23 lives Bristol, wishes to correspond with Serviceman 23/28. Send photo if possible. Box No. Navy News 468.

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"SHIPS MONTHLY," the magazine for ship lovers ashore and afloat, is running a series of articles "Guide to Ships of the Royal Navy" which, when completed, will form a comprehensive guide to today's Fleet. "Ships Monthly" — 45p from your newsagent, or send 55p for current issue to "Ships Monthly," Kottingham House, Dale Street, Burton-on-Trent DE14 3TD.

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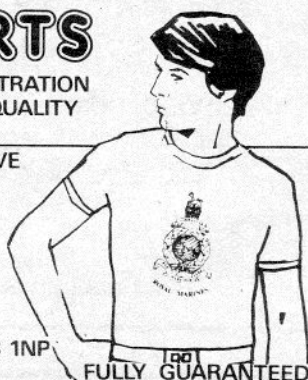
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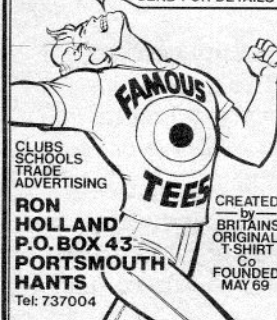
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The old-style Non-Continuous Service (NCS) has now been renamed Extended Service (ES). An ES engagement is normally for five years, but may be for three

or four years under certain circumstances.

There will be opportunities for further similar periods of service normally to age 55, but in a few very exceptional cases up to a maximum of 60 years. However, some 38 ex-NCS ratings still remain whose initial engagement was signed before 1972 and who are guaranteed employment until age 65. These are designated "Promised Men."

NCS billets have been renamed Special Billets (SB). Applications for Active Service billets to be redesignated as Special Billets require MOD approval as the change can affect the sea/shore ratio and the advancement / promotion prospects of the branch concerned.

Additionally, in view of the current shortages of senior rates, MOD have agreed that selected ratings may be re-engaged or re-entered on Extended Service to fill certain Active Service billets.

These ratings do not affect sea-shore ratios or advancement / promotion prospects, but there is no guarantee that further employment in the same billet will be offered at the end of each ES engagement as this will depend on the state of the Active Service numbers at that time.

However, their conditions of service remain the same as on any other ES engagement and every endeavour will be made to provide further employment in the same area. MOD approval is required to engage each of these ratings.

Full details are contained in DCI(RN) 655/78, as amended by DCI(RN) 55/79. Questions can be answered by Lieut.-Cdr. B. W. Mann (H.M.S. Centurion) on Portsmouth Naval Base (Portsmouth 22351), Ext 2565. It is planned to continue to publish lists of available ES billets in Navy News.

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA(P). Chatham FMG Static: MEA(P). H.M.S. Collingwood: CEMN; REA1 (9); OEA1 (6); CREA/COEA/CCEA; REA/CEA; CEA1; CPO(OPS) (S); CREA; CCEA; H.M.S. Cambridge: CPO(OPS)(M)/PO(M). H.M.S. Dolphin (SM School): CMEM(SM); CPO(OPS)(SM). H.M.S. Dryad: PO(R); CPO(OPS)(EW). FMB Devonport SMU: REA1(SM); MEA1/2(SM). FOSM and SUBELANT: OEA1/2/CEA1/2. MCTC Colchester: CPO(OPS). H.M.S. Mercury: CCY. H.M.S. Neptune NT: MEA(P)/MEA(H) — HDPW; MEA(H) — HDPW; CPO(OPS)(R); CEA(SM); MEA(P)(SM) (2); CEA1/2 (SM); REA(SM); OEA1/2(SM) (2); MEA(P). R.N.R. Ulster: COEL. H.M.S. Sultan: MEA(H) (3); CMEM; POMEM; CEA/REA; MEA(P). Rosyth FMG: MEA(H) (4). SMA/RSA Portsmouth: CMEA/MEA; CREA/REA; CCEA (2); CREA; REA/COEL/POEL/CEA (2); COEL/POEL (2); CMEA(H)/CMEA (2); MEA/CMEM/POMEM/MEA(H) (4); H.M.S. Excellent: OEA 1.

## PROMOTIONS

### OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(M) — P. F. Adams (Rooke), R. A. Kimber (RNR South Wales), R. R. Dimond (BRNC Dartmouth), W. L. Harcus (Cochrane), G. P. Nicklin (Bristol). To CPO(OPS)(R) — B. A. Welch (Rooke), P. J. V. Wilmut (Osprey), A. W. J. Madge (Dryad). To CPO(OPS)(S) — T. B. Craig (Lowestoft), J. P. Shepherd (Falmouth), F. Thorpe (Ajax). To CPO(D) — B. C. Lewis (Neptune), M. J. Kester (Hubberson), A. Brown (Vernon), R. M. Ramsay (Vernon). To CPO(SEA) — W. G. Wheeler (Drake), G. J. Speed (Thornham), W. R. Tatlow (HMV Britannia), B. A. Colliss (Fearless). To CPOPT — H. D. Irvine (Drake), A. J. Clarke (Excellent).

### COMMUNICATIONS

To CRS(W) — G. L. Green (Apollo), D. T. Goldfinch (Dryad).

### SUBMARINE SERVICE

To CPO(OPS)(S)(SM) — R. G. Law (Revenge), B. Mapes (Sceptre). To CPO(UW)(SM) — J. D. Hill (Dolphin).

### REGULATING BRANCH

To MAA — D. T. Vidler (Pembroke), K. S. Harper (June), I. R. Gillies (Neptune).

### SUPPLY AND SECRETARIAT

To CPOWTR — J. R. McHale (Pembroke), E. D. Evans (BDLS Australia), J. A. Stych (Nelson), G. Storey (Centurion), C. Payne (Hermes), A. Smith (Warrior), M. T. Rodriguez (Excellent), E. Flanagan (Cochrane). To CPOSA — J. Graham (Cochrane), I. S. Martin (Heron), M. D. Piper (Kent), R. Smith (Heron), J. R. Webb (Pembroke), P. J. Finan (Warrior), N. C. S. Pringle (Galatea), D. A. P. Burne (Pembroke), J. A. Williams (Raleigh).

## POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during February.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters Assistant

### OBITUARIES

S. W. Williams, POCEL. H.M.S. Collingwood. February 18.  
K. J. Taylor, LACMN. R.N.A.S. Culdrose. February 25.

The following died as a result of a helicopter accident in Norway, March 6.

B. C. Brunson, Lieut. H.M.S. Heron.  
H. J. Clarke, Sub-Lieut. H.M.S. Heron.

L. D. Bradbury, LACMN. H.M.S. Heron.

## ROYAL NAVY STAMP COVERS

Commemorating Naval Events Series 1 & 2  
SAE please for lists & samples  
R.N. Philatelic Officer, FAA  
Museum, RNAS, Yeovilton, Somerset



## In tune!

Two members of the Royal Marines Band Service can claim to be a big hit with the girls — Musn. Charlesworth (left) and JMusn. Gibbs. Revisiting Lady Manners School, Bakewell, Derbyshire, they met one of their former teachers, Mrs. Sonja Smith (centre) and her pupils. The Band of the Royal Marines Commando Forces was touring schools in the area.

Picture: PO(Phot) Bob Pearce

The following promotions to lieutenant-commander on the Supplementary List took effect on March 1:

Seaman: R. H. Sear, T. J. I. Hooten, K. G. Lamprey, M. A. Caws, J. S. Shimmone, C. Miller, P. J. Hardy, T. J. I. Howard-Jones, R. J. Murphy, A. W. Criddle, D. J. Hughes, D. B. Sandford, R. V. Fredericksen, J. A. Ellerbeck, D. I. Flatman, A. R. Smith, S. B. Phillips, A. J. Walker, G. J. P. Wingate, M. J. Fuller.

Engineering: P. D. Vale, P. G. Eddis. Royal Marines — to captain: P. S. Belding.

It's eight o'clock and the crowd's really beginning to build up outside. After all, it's Saturday night and everyone's out to enjoy themselves.

Your team of staff are all set to go. You've checked there's sufficient food and bar stocks to cater for the busiest of nights. The band has arrived. The PA system is in order and the lights are working properly.

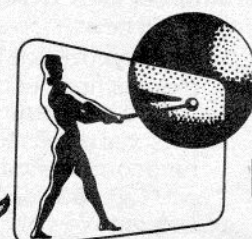
Yes, it's quite an operation to keep together and increase your profits, but as a Manager with Rank Leisure you'll have the benefit of the best training in the entertainments business. Training which won't write off your time in the forces, but enhance the qualities you now recognise in yourself, such as diplomacy, discipline, flexibility, adaptability and absolute confidence in your own decision making.

Admittedly, managing one of our suites or discotheques is hard work, but let's face it, where else could you be running your own show in just a few years — all through your own efforts and dedication.

For an application form, contact the Recruitment Manager, Rank Leisure Services, 7 Great Russell Street, London, WC1. Tel: 01-5802010.

Applications will be welcomed from both men and women.

# Could you face the charge of the night brigade?



## RANK LEISURE





A search is on for the Silver Cock Trophy of the Mediterranean Fleet. Pictured here, it was competed for by ships of the 1930s and by units after the Second World War and was last awarded to the cruiser Liverpool in 1952. Anyone who knows of its whereabouts is asked to contact Mr. A. H. Trigell, H.M.S. Malaya (1937-1941) Association, 77, High Street, Lymington, Hampshire, SO4 9AL.

# ROYAL NAVAL ASSOCIATION

## Remember Gallipoli?

Remembrance of things past prompts many letters to Navy News including a recent one from New Zealand requesting information about the Royal Naval Division at Gallipoli.

The information is required for a documentary series on the First World War which is being written and researched for New Zealand Television by Tony Blunt, who hopes to make use of filmed reminiscences of veterans of the Great War.

The series will examine the Gallipoli campaign and take a brief look at the exploits of Lieut.-Cdr. Bernard Freyberg — a New Zealander of the Royal Naval Division, who on the evening of August 25, 1915, swam ashore in the Gulf of Saros and lit flares to confuse the Turkish defences.

The feat, which earned a DSO, involved

a long swim ashore and a return swim in the dark with Freyberg miraculously finding one of the ships of the Hood Battalion.

If there are any survivors of the period who remember Freyberg's remarkable swim or had any involvement in it a New Zealand TV film crew, which will be visiting Britain this year, will be very interested to meet them.

Assuming the request for former Royal Naval Division veterans has not come too late, those willing to help should write to: Cdr. I. E. Johnson, R.N., Commanding Officer, H.M.S. President / Naval Liaison Officer, London, Room 12, World Trade Centre, East Smithfield Road, London, E.1.

## CHEQUEMATES!

Right: Deeside R.N.A. football section is in the first division when it comes to raising money for local charity. Their successful season of matches and comic soccer raised £800 in aid of the Deeside mentally handicapped. Pictured here receiving the cheque on behalf of the handicapped is Mr. Cottrell (centre) with "cheque" mates Ray Tuft (left) and Bill Pearson, branch chairman.

Far right: A happy visiting day at J Ward, Southmead Hospital, when shipmates from Bristol branch dropped in to present a £220 cheque to buy a new television set for the ward. The money for the set was raised by a sponsored skittles evening inspired by Shipmate Doug Fowler (centre), an ex-patient. With him (left to right), are Shipmate Ron Winter (branch chairman), Student Nurse Joanna Heber, Sister Elaine Wheeler, Student Nurse Sandra Young, Staff Nurse Janet Tooth and Shipmate Ron Tremlett (branch secretary).

## WEAR'S

### BRANCH NEWS

To set the ball rolling, good news from Birmingham Central, with the report that the branch is "going from strength to strength." Members extend an open invitation to shipmates and families to visit their Nautical Club should they happen to be on the motorways. The club is licensed and can provide snacks and warm meals at reasonable cost.

### Flourishing

As the crow flies, it is no distance from Birmingham to Northfield. At the annual meeting, the branch voted back its committee and agreed to strengthen efforts to raise money for a kidney machine for the Queen Elizabeth Hospital. Thanks are expressed to those branches who gave money for the machine during the past year.

News of a flourishing "200 Club" comes from Fraserburgh, which held its first draw in February in aid of local charities. Bus trips to meet shipmates at Lissie, also proving popular

● Continued opposite

A hefty postbag bursting with news of branch activities is a sure sign the earth is stirring. Spring, it seems, inspires not only poets, but branch scribes to roll up their sleeves and reach for their pens.

Of course, it can happen that the usual scribe falls ill and is unable to file a despatch. This was a recent problem at Wear. They overcame it, however, by "press-ganging" a shipmate to take his place.

He can't be blamed for leaking news of a "lost week-end." Apparently shipmates got so carried away when entertaining senior rates from the submarine H.M.S. Renown that they completely ignored the scheduled programme and other obligations.

But as the deputy scribe put it: "It is an ill wind that blows no good." The fines paid by backsliders for letting go the end helped to swell the Welfare Fund considerably!

As the country was gripped by the deep-freeze many R.N.A. branches were heavily engaged with annual meetings and the business of compiling reports, electing officers and other such matters. Some managed to hold very enjoyable and well-attended dinner dances.

### REUNIONS

The fourth reunion of H.M.S. Malaya (1937-41) Association will take place at the Centre Hotel, Pembroke Road, Portsmouth, on Saturday, May 12. Old Malayas who wish to attend should contact Mr. A. H. Trigell, at 77, High Street, Lymington, Hants., SO4 9AL.

Survivors of H.M.S. Delight are holding their second reunion at H.M.S. Nelson, June 23-24. For details contact Mr. Ted Horner, 21, Dando Road, Denmead, Hampshire, telephone, Waterloo 65458, or Mr. Henry Porter, 15, Painswick Close, Paulsgrove, Hampshire, telephone Cosham 85933.

Old shipmates of the submarine H.M.S. Taurus will hold their second reunion at the Union Jack Club, Sandell Street, Waterloo, London on Saturday, June 9. Those who wish to attend should get in touch with Mr. D. N. Revell, 142, Darlington Lane, Stockton-on-Tees, Cleveland, telephone Stockton 0642-64532.

Ex-Artificer Apprentices September 1954 entry (Series 21) hope to celebrate their silver anniversary with a reunion in September. Those who wish to attend should contact Lieut. Senior, Griffin Divisional Officer, H.M.S. Figgard, Torpoint, Cornwall, PL11 2PE.

The 40th anniversary of the sinking of H.M.S. Royal Oak will be commemorated at a special memorial service in the Church of St Ann, Portsmouth Naval Base, on Sunday, October 14 when a gift will be presented to the church in memory of those who lost their lives. Survivors, their relatives and

relatives of those who died are invited to attend and to contact Mr. N. T. Davies, 55a, Meadowlands, West Clandon, Guildford, Surrey, GU 7IB, giving details of their Royal Oak connection.

H.M.S. Sweetbriar (K209) reunion will take place on April 28 at the Norfolk Court Hotel, 315, Beaulah Hill, Upper Norwood, London. For details contact Mr. R. A. Jannaway, 18, Churchfields, Twyford, Winchester, Hants.

The Royal Hospital School Old Boys Association Chatham branch, will hold branch meetings May 2 and August 8 at the Union Jack Club, Sandell Street, Waterloo, London at 7.30 p.m. and a reunion dinner dance at the club on September 29. Contact Sandy Parkinson, 5, Alexander Road, Bexleyheath, Kent, DA7 4TU for details, or telephone 01-304-3635.

Royal Air Force Sopley third reunion dinner dance on Saturday, April 28, may be of interest to Naval Air Traffic Control Officers who worked there. The reunion is to be held at the Hotel Courtlands, Boscombe Spa Road, Bournemouth, and tickets at £5.75 each are obtainable from Mr. John Morgan, RAF SOAR, 22, High Street, Christchurch, BH23 1BG.

Vice-Admiral Sir P. Berger, Flag Officer, Plymouth will be guest of honour at Captain Walker's Old Boys Association reunion dinner on May 5. Details can be obtained from Secretary / Treasurer R. C. McNeill, 1 Chapel Road, Hoylake, Wirral, Merseyside, L47 3AY, telephone, 051-632-5670.

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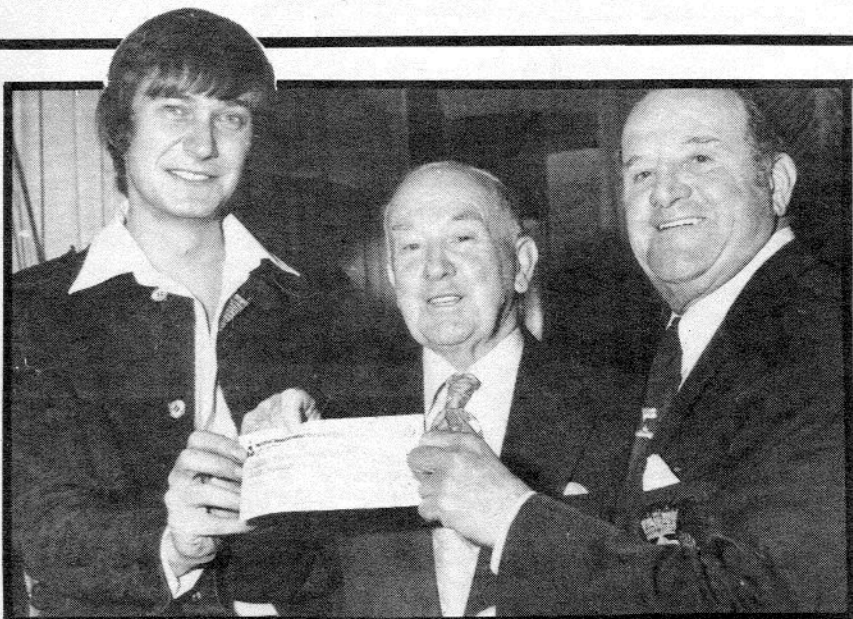
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Picture: Graham Cathall



Picture: Bristol United Press

# LOST WEEK-END!

## How the news was leaked

and the hope is to return soon the excellent hospitality received. At the a.g.m., Shipmate Jim Innes, a former Royal Marine, was elected chairman.

At Stratford a.g.m. chairman Shipmate Ken Birch paid a tribute to the committee and members who in the past year had contributed so much to keep the branch afloat. He also welcomed new members — Shipmate Kay Copley (ex-WRNS) and Shipmate Beauchamp (ex-Royal Marines) in traditional style — with a tot of rum.

Portsmouth R.N.A. Club was the venue for No. 3 Area a.g.m., when the following shipmates were elected as officers: A. J. Forgham, Eastbourne, (chairman); M.D. Goodenough, Guildford (vice-chairman); Miss K. Warrington, Brighton (secretary) and A. G. Legg, Battle (treasurer).

But, to lighter things ... to Torbay annual dinner-dance, a big success by all accounts. The principal guest was Capt. N.J.S. Hunt, commanding officer of Britannia Royal Naval College, Dartmouth, who proposed the toast to the Royal Naval Association.

Purley members are also pleased that their first dinner-dance was a success. Held at Whyteleaf British Legion it was attended by 120 shipmates and

friends, with Lofty Hannon as special guest. A repeat success is looked for at the same venue, on April 21, at a social evening.

Plans are well underway for the re-dedication of Doncaster standard on Sunday, June 3. The parade will form up at 10.30 a.m. to attend morning service at Doncaster parish church, followed by a march past and salute at the Mansion House and refreshments at the R.N.A. Club.

### Rare

Since Dundee commissioned early in 1978 the branch has built up its membership to 151. Meetings are held on the last Tuesday of each month in the Chiefs' and Petty Officers' Mess of H.M.S. Camperdown and those passing through are cordially invited to drop in.

As most of the members work shift hours at Wantage it is a rare occasion to find them all together. Those members who work days turn up at branch meetings and social events. Serving members, also very loyal, are limited to leave periods, yet

despite these drawbacks the branch hopes to raise enough cash to buy and dedicate its own branch standard in the near future.

Shipmates, helped by friends in No. 6 Area, were able to collect games and books for presentation to patients of Fairmile Hospital and the gifts were greatly appreciated.

The Randall Schofield Project of the British Legion received £500 raised by lotteries at Crawley. Shipmates are now trying to raise £6,000 to pay for a hospital treadmill machine which will benefit those suffering from heart complaints. The branch also

gave £600 to Crawley Sea Cadets to help out with their funds.

From Bristol comes news of a television set bought for Southmead Hospital. Shipmates raised the £220 required for the set by holding a well-supported sponsored skittles evening. The branch also held a successful dinner-dance and 40 shipmates and their ladies enjoyed a weekend at No. 4 Area Rally in Barton Hall, Torquay, where a total of 400 shipmates gathered.

Snow hit hard at Deeside, but social life went on. Over 400 children were treated to the local pantomime, and the older generation were not left out. For them

there was an excellent buffet with dancing and cabaret.

The R.N.A. football section has also been active. Thanks to members' efforts a £800 cheque was presented to the Deeside Mentally Handicapped to provide more equipment and caravan holidays. Cash was raised through soccer matches and comic soccer.

Harrogate opened the spring season with the annual Photographer of the Year competition attracting 30 entries. Before travelling south for the Royal Naval Associations' bi-annual reunion at the Royal Festival Hall their packed programme of events includes a fish-and-chip supper, a mini-social, the Bradford Ex-Service Association dinner and a wine and cheese evening.

### OBITUARIES

Shipmate E. Pledger, Enfield, January 24, aged 67.

Shipmate W. Coultrip, Willesden, at Star and Garter Home, February 22, aged 63.

Shipmate M. C. Evans, Willesden, February 14, aged 55.

Shipmate H. Pritchard, Enfield, at Star and Garter Home, January 24, aged 60.

Shipmate Basil Medhurst, Chesham.

Shipmate Reg Hewett, ex-torpedo coxswain awarded DSM and mentioned in dispatches during Second World War, ex-chairman Coventry branch and member of Poole branch, January 27, age 70.

Shipmate Capt. John Hardy Drew, OBE, past president Basingstoke branch, served as a "tanker driver" on Atlantic convoys during Second World War.

Shipmate Alf Bushnell, adopted shipmate Basingstoke branch, served in H.M.S. Emperor of India 1917, died after 41 years in hospital.

Shipmate W. Groves, Chesham.

### CALLING OLD SHIPMATES

Mr. D. J. "Taff" Evans, c/o R.N.A. Club, 210, Oxford Street, Swansea, would like to hear from former classmates of Class 17, H.M.S. St Vincent Gosport, 1936, with view to holding a reunion.

Mr. G. E. McKay, 3, Liskeard Road, Burraton Cross, Saltash, Cornwall, wants to contact those who served in H.M.S. Orion in the Mediterranean 1940-41. Mr. McKay was among those who provided information for the recently published book "Cruiser at War" by Cdr. Gregory Haines, R.N., Ltd.

Mr. G. D. Payne, Kelvedon, 9, Dursley Road, Trowbridge, Wilts., is researching the history of the Leander cruiser H.M.S. Orion (1932-1949) and would be pleased to hear from those who served aboard the ship, particularly during the war years.

Mr. Frank Lintern, ex-CPO/GI, 20, Rowlands Park, Putton Lane, Chickereil, Weymouth, Dorset, DT3 4AA, is trying to trace ratings who commissioned the battleship H.M.S. Howe, June, 1942. He would also like to hear from any old shipmates of H.M.S. Hyperion H97 2nd Flotilla 1936-41.

Mr. William Burke, 19, Peasley View, Peasley Cross, St Helen's, Merseyside, welcomes news of old shipmates of the frigate H.M.S. Seymour 1943-45.

Mr. Neville Robinson, 265, Oregon Way, Chaddesden, Derby, wants to get in touch with shipmates who served in H.M.S. Racehorse of the 11th D.F. East Indies Station 1944-45 under Capt. J. Casement with view to holding a reunion.

Mr. W. K. Garbett, former Yeoman of Signals, "Lintalea," 6, Juniper Close,

Whitstable, Kent, CT 1PQ, seeks news of those who served with him 1934-48.

Mr. Ron Wood, ex-cook, Scarborough R.N.A., 64, Franklin Street, Scarborough, YO12 7JU, wants to contact shipmates who served in the minesweepers BYMS2015 and 2225 during the Second World War with view to holding a reunion. The BYMS 2225 paid off at Soubic Bay in the Philippines between October, 1945, and November, 1946.

Mrs. C. Jackson (nee Marland), of 145, Duke Street, Southport, Merseyside, PR8 5DG, wishes to contact those members of the Queen Alexandra Royal Naval Nursing Service who in 1969 were members of "M" class, R.N. Hospital, Haslar, or Jellicoe class, R.N. Hospital, Stonehouse, with a view to holding a reunion. Those interested should contact her or Mrs. A. Driver (nee Pierkaska), of 6, Galbraith Road, Didsbury, Manchester 20.

Mr. G. W. Wilkinson, of 117, Valley Crescent, Wrenthorpe, North Wakefield, WF2 0ND, has a few photographs of "Old Arks" taken at their reunion on board H.M.S. Ark Royal, March 18, 1978. Those interested should send a large stamped addressed envelope.

Mr. P. Watts, of 5, Lionel Avenue, Wendover, Bucks., HP22 6LL, wants to trace his cousin, Mr. Stanley Austin Porter, last known address Exmouth, Devon, who joined the Navy as an engineering artificer.

Mr. Allan Mercer, of 89, Royal Avenue, Hough Green, Widnes, Cheshire, invites all who served in the cruiser H.M.S. Glasgow, to contact him if they are interested in joining the H.M.S. Glasgow Old Boys Association.

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# Learning to survive where it's as . . .



A padre on the road to Hell? The Rev. Ian Thompson on Arctic survival training at Trondheim as Church of Scotland and Free Church Padre to HQ Commando Forces, Royal Marines. RIGHT: The abominable helicopter? . . . A camouflaged Wessex 5 at Bardufoss.

## GOULD AS HELL

At 30 degrees below, metal has to be heated before it can be handled; condensing breath forms icicles on beards; and the need to rest frequently and warm up means that any maintenance task takes twice as long as it would in the U.K.

Under these conditions officers and men of the Fleet Air Arm and the Royal Marines Commandos have been learning to work and live during annual deployments to the Arctic Circle.

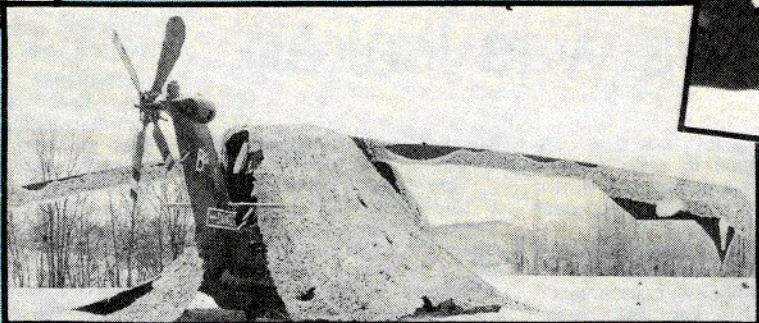
Both groups have been training in northern Norway — the F.A.A. party at Bardufoss and the Commandos at Trondheim.

Considering the severe conditions, it could not have been too much of a surprise for the Royal Marines when they came across a village called Hell. A great temptation, perhaps, to long for the more traditional setting . . .

Up where the hair is freezing . . . P O Roger Day of 846 Naval Air Squadron at Bardufoss.



Helping hands for Wren Liz Bainbridge from Cpl David Beatty (left) and Mne Chris Pawley during skiing instruction. They were with H.Q. 3 Commando Brigade training in northern Norway. Pictures: PO (Phot) Pete Holdgate and PO (Phot) Stuart Wood



# ROTHMANS KING SIZE



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# RETURN OF INTREPID

After more than two years out of service, the 12,000-ton assault ship H.M.S. Intrepid was rededicated following a refit at Portsmouth.

At the service on board, Rear Admiral Peter Herbert (Flag Officer, Third Flotilla) said that assault ships were becoming more and more important in time of tension and war.

Following a month's work-up at Portland, the Intrepid, as Dartmouth training ship, will take on board 150 midshipmen from Dartmouth and 50 marine engineering

## Assault ship on work-up

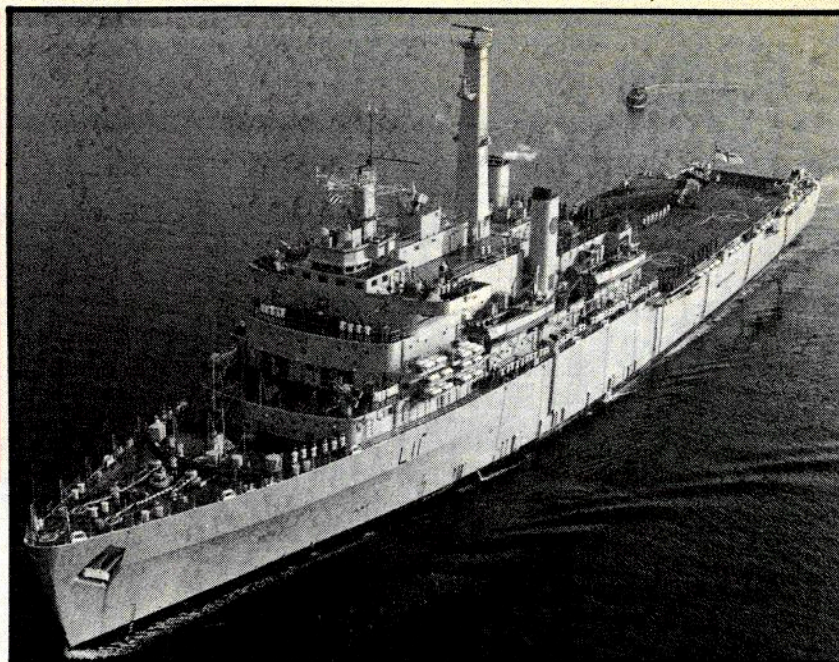
apprentices from H.M.S. Caledonia for a training cruise off the east coast of the U.S.A.

Later in the year she will go on a training cruise in the Mediterranean where she will operate with

Royal Marines Commandos.

H.M.S. Intrepid (first commissioned in 1967) and her sister ship H.M.S. Fearless are the largest Royal Navy vessels to be designed, built and to have entered service since the war. They are equipped to transport and land Army units and to act as headquarters ships during amphibious operations.

The Intrepid has a complement of 540, including Royal Marines crews for the landing craft and amphibious beach units. In addition she can accommodate about 400 troops with their tanks, vehicles and heavy equipment. For short periods a further 300 soldiers can be carried.



H.M.S. Intrepid . . . rededicated at Portsmouth last month.

Although she does not carry her own helicopters, these are normally embarked to meet operational requirements. Defence is based on the Seacat surface-to-air missile system.

The rededication service, planned to take place on the ship's flight deck, was transferred to her enclosed tank deck to escape the effects of gale-force winds and rain.

Among the guests were Rear Admiral Morgan Giles, M.P. for Winchester, and Mr. J. D. Flook, Mayor of Winchester, the city with which the Intrepid is linked.

Cake-cutting ceremony was performed by Mrs. Jill Morse — wife of the commanding officer, Capt David Morse — and the ship's youngest rating, 16-year-old Junior MEM Karl Jones.

## Next stop China

Eastern promise in the air for LWren Gillian Bywaters who leaves on May 6 for Peking. She will serve on the staff at the British Embassy as personal assistant to the Defence Attache.

Gill, at present personal assistant to the Dean and secretary to the Academic Board at the Royal Naval Engineering College, Manadon, Plymouth, joined the WRNS in 1973.

She is no stranger to the Far East, serving from 1976-77 as a member of the Joint Services Staff in Hong Kong. Previously, while serving at H.M.S. President in London, one of her "tasks" was to sell flags inside Buckingham Palace for the Royal National Lifeboat Institution.

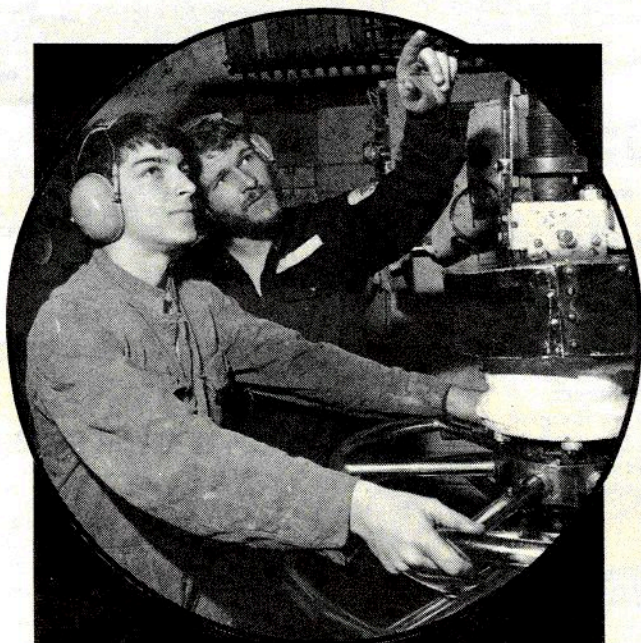
### EMBARRASSED

Her interests include cars, travelling and amateur dramatics, although she is somewhat embarrassed about discussing her current role in the Royal Naval Drama Festival production at the engineering college. She plays the part of a "woman of the street" in "The Beggar's Opera."

She has played netball and volleyball for most of the establishments at which she has served.



L Wren Gillian Bywaters . . . to take up an appointment as personal assistant to the Defence Attache at the British Embassy in China,



Hands on the throttle and eyes on the dials for Midshipman John Gower training in H.M.S. Hermes. He was one of 150 midshipmen from Dartmouth taken on board the carrier, and is being shown the ropes — or, rather the wheels — by MEA 2 Tanzy Leigh.

While acting as Dartmouth training ship, the Hermes had on board 45 MEA apprentices, 14 flight officers under training and 10 instructor officers under training, together with additional staff — and the midshipmen. Their nine-week stay ended at Falmouth on March 10.

## Saved! — by Hermes helos

Sea King helicopters from H.M.S. Hermes have been flying to the rescue again — just two months after hectic Search and Rescue duties at Cudrose, Cornwall.

This time 814 Squadron, the Flying Tigers, saved two trawlermen from a liferaft 100 miles out in the gale-swept North Sea.

The Hermes received the Grimsby fishing vessel Angol's mayday via Humber Radio and two Sea

Kings were sent to the area. One of them, piloted by Lieut-Cdr. Keith Hindle, the squadron's commanding officer, winched up two of the four crew from a small rubber dinghy as the trawler's swaying masts prevented recovery from the deck. The others decided to remain on board to await the arrival of the m.v. Martinique, which was seven miles away.

A third Sea King kept a safety watch while the remaining trawlermen were transferred to the Martinique.

An R.A.F. Vulcan acted as radio relay during the operation and a Nimrod first located the Angol.

During the past two and a half months, the Hermes has taken part in an exercise off Gibraltar, exercised with submarines, and visited Athens, Naples, Gibraltar, Trondheim and Narvik.

Picture: LA(Phot) J. B. Sanders.

## Ark's bridge of size . . .

Building bridges is run-of-the-mill work for the Royal Engineers — but when they complete the biggest heavy girder bridge in their history, and for the Royal Navy, that calls for a "launching" ceremony.

The 550ft.-long bridge is in fact a ramp running from the dockside at Devonport to the flight deck of the Ark Royal, which decommissioned on February 13. The structure will enable heavy lorries to drive directly on to the Ark for the mammoth task of de-storing her.

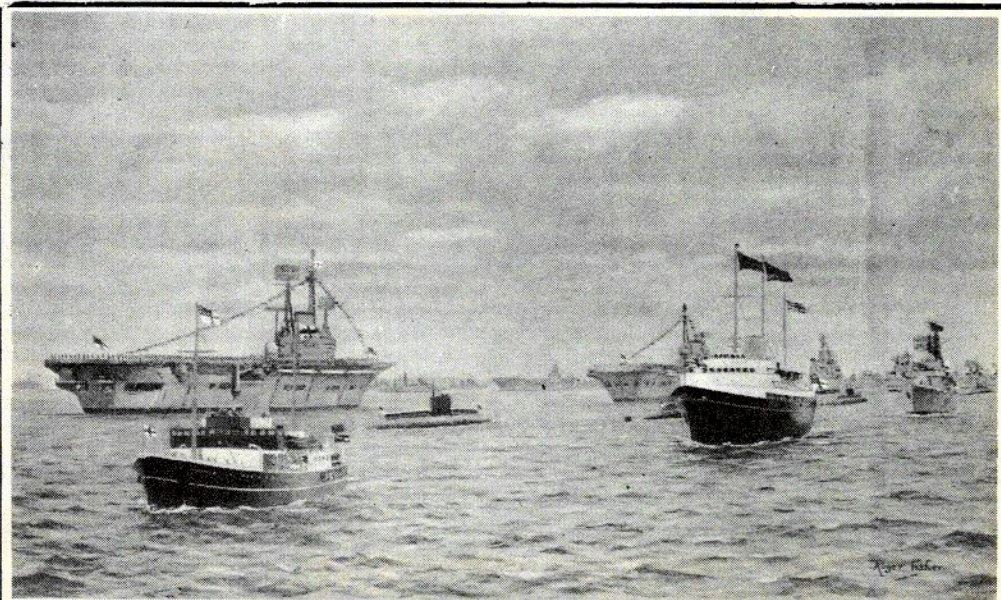
The bridge, built by 63 officers and men of the 8th Field Squadron, 22nd Engineer Regiment, was officially opened in a champagne ceremony by Major-General J. H. B. Acland, General Officer Commanding South West District.

Construction of the 850-ton

bridge took 22 working days. It can withstand loads of up to 25 tons at a time.

### Pembroke pictures

As a result of material forwarded in answer to an appeal in Navy News a year ago, an exhibition of photographs and other items concerning 75 years of H.M.S. Pembroke will be held in St George's Church in the establishment to coincide with Chatham Navy Days on May 27 and 28.

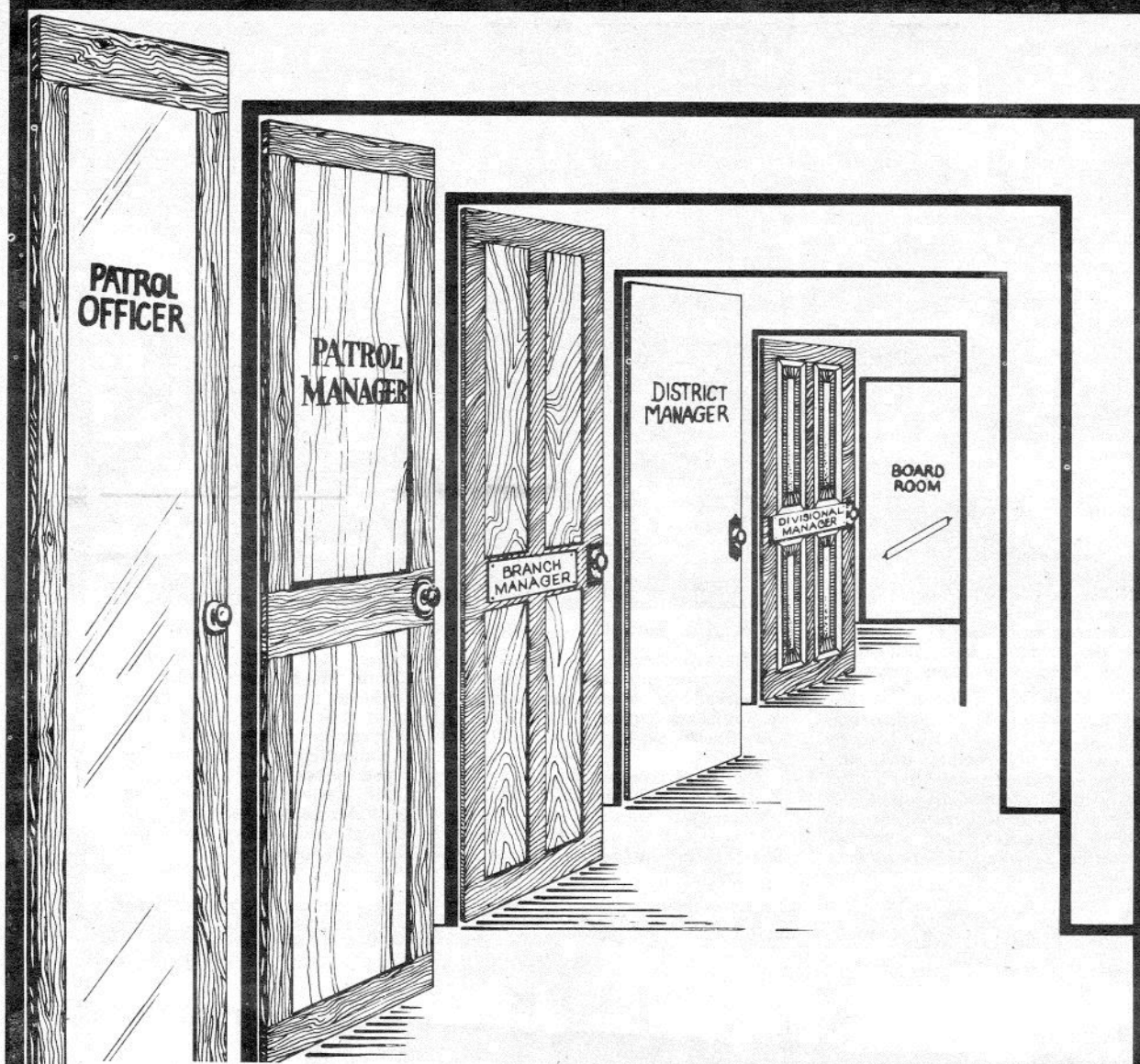


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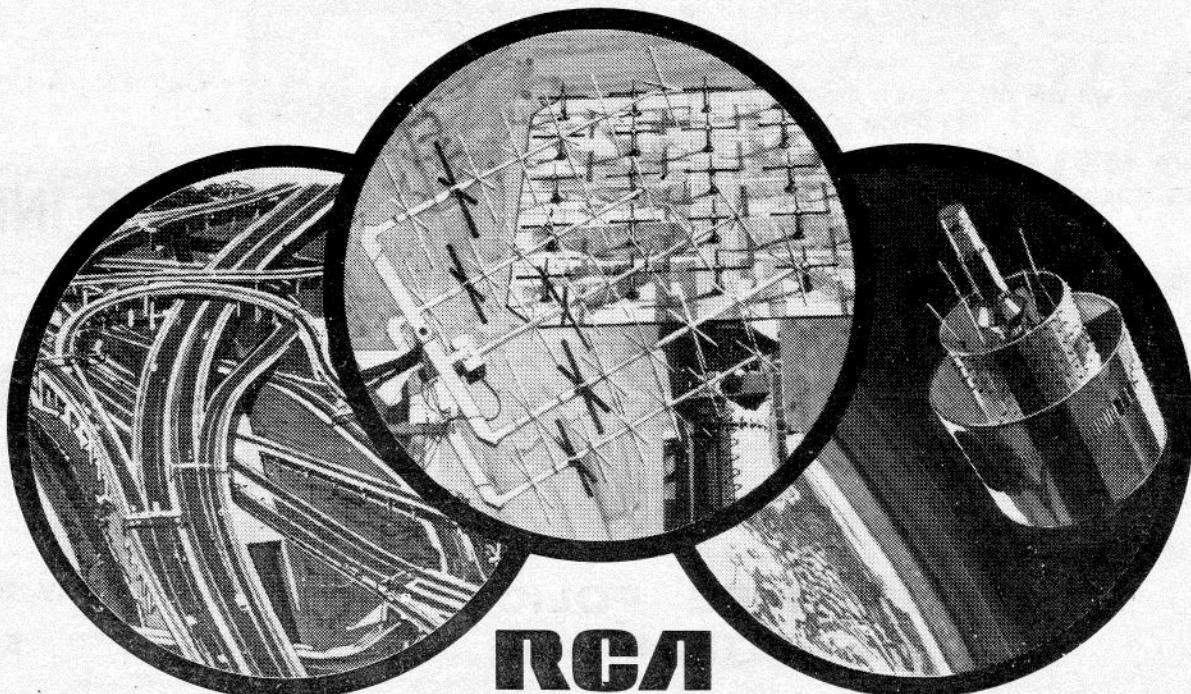
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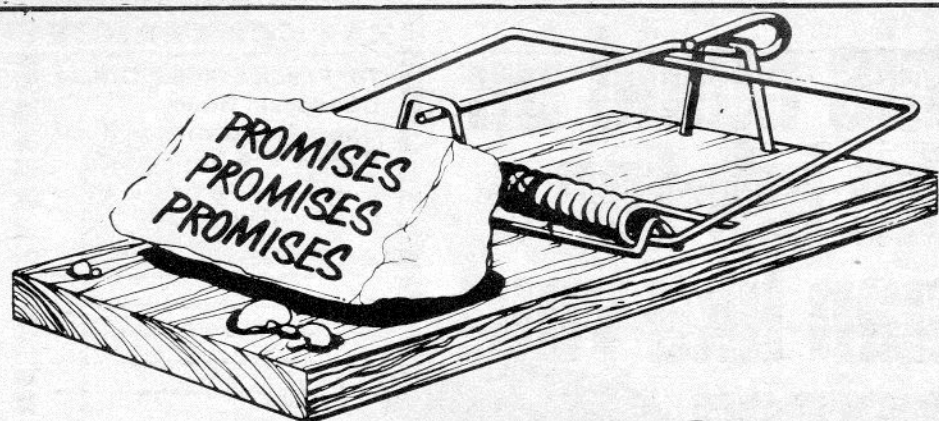


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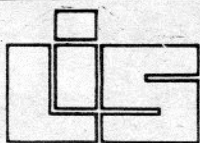
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# LETTERS EXTRA

## □ Use the vote wisely

I read with interest the letters from the Portchester wife (December) and the Saltash wife (February), and it seems to me they have both missed the point.

Whether one is classed as a Service voter or not is quite immaterial. The point is that we have the vote and must use it wisely.

The country at present has madness within and the growing Russian threat without. The only thing wrong with our armed forces is that they are not strong enough. — Naval Officer's wife, Suffolk.

## □ Dido aircraft?

In the February issue an article credits the Second World War cruiser H.M.S. Dido with a catapult-launched aircraft.

In fact, none of the Dido-class carried an aircraft. The preliminary draft did include one, but the aircraft and crane were replaced by two quadruple 2-pounder anti-aircraft guns. — D. K. B. Johnson, Chippenham, Wiltshire.

● Other letters have been received from E. C. Tindale, of Chesterfield, Derbyshire, and L.V.A. Turnpenny (ex-Ch.EL(T.I.), of Dewsbury, Yorks.

## □ Goldfish Club contact

Concerning the reference to the Goldfish Club (March), I would like to make it clear that the club is not a subsidiary of the Pathfinder Club, which is kind enough to permit us to use their London premises for committee meetings etc.

In fact the Goldfish Club has been in existence longer than the Pathfinder, having been founded in 1942. The address of the membership secretary is 189, Burnt Ash Hill, London SE12, or enquiries can be sent to me at 14, Larcotts Road, Wood Green, London N22 — A. W. Baker, Ex-AB UC Aircrewman. Member of Management Committee, Goldfish Club.

## □ Fellowships (FOS) Ltd.

Regarding the letter from Mr. L. Simmons (January) you might be interested to know about Fellowship (FOS) Ltd., which has more than 400 messes throughout the country, most of them in the north-east. It was my privilege to be a founder member of one of these some 15 years ago.

The Fellowship has many functions, not the least of which is the welfare of ex-Servicemen. There are also serving members. The address of the hon. general secretary is: Mr. E. J. Arthur, Castle House, Lady's Bridge, Sheffield, S3 8GD — George W. Sandon, Falmouth, Cornwall.

## □ Thanks from BLESMA

The understanding of the young men and women in the Services today for their less fortunate comrades of yesterday is very much present. In the past 12 months, thousands of ex-Servicemen and women, and their relatives and friends, have banded together all over the world, and in a variety of ways, to raise funds for those who have lost an arm, or a leg, or an eye while serving their country.

The Service support for BLESMA has been wonderful and on behalf of those for whom we care and for whom you have raised so much to ensure a little extra comfort, I am proud to be able to say a heartfelt "thank you" — Elizabeth Frankland Moore (Dr.), Hon. Secretary, National Appeal for the British Limbless Ex-Service Men's Association.

## □ Southampton survivors

As a survivor of the previous H.M.S. Southampton, I received an invitation to the launch ceremony, reception and lunch for the new H.M.S. Southampton, as did my wife. The Vosper Thornycroft officials were most kind and succeeded in contacting six other survivors. — K. Dobson, Lieut. R.N. (ret'd), Cosham, Portsmouth.

## □ Death of L.T.A. Gay

Many of your readers who served in H.M.S. Afrikaner prior to 1976, or visited Simonstown, will be sad to learn of the death of Mr. L. T. A. Gay, mayor of Simonstown for seven years in the 60s and 70s. He had a great love of the Royal Navy.

In addition to establishing the Warriors' Room with its photographs of visiting H.M. ships, he recently founded Simonstown Museum, containing the relics of H.M.S. Afrikaner, and including the last White Ensign and commodore's pennant to fly on South African soil. — A. F. C. Wemyss, captain R.N. (H.M.S. Afrikaner 1973-76), Woking, Surrey.

## □ Mortgage not automatic

With reference to the Home Purchase Assistance and Housing Corporation Guarantee Act 1978, your article (February issue) did not point out that saving under the scheme does not give an automatic right to a mortgage, and that the purchase price of the mortgaged property must not exceed regional price limits set by the Government.

It should be borne in mind that not every building society is operating the scheme. — Ted Baxter (ex-CPO GI), now O/M officer, Nationwide Building Society, Hockley, Essex.

## □ Naafi bar prices

Regarding your news item in March about Naafi the money taken in different forms of gambling at my working men's club is used to pay for outings and entertainment for children and aged members.

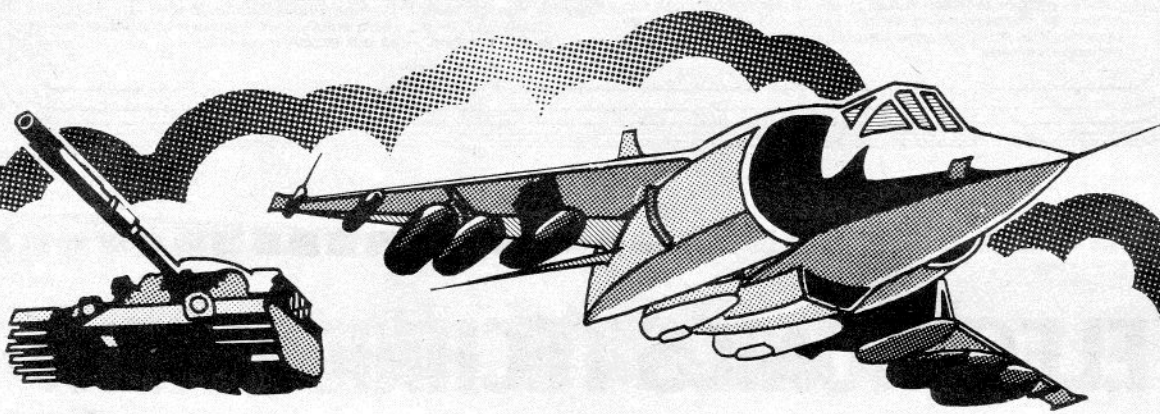
Our club charges 24p for bitter, 28p for lager and 30p for Guinness, and last year we made a profit of £12,000. — M. Clifton, Ex-FAA and now R.N.R. (Postal), Barnsley.

## Assistance to authors

● Mr. Peter C. Smith, of 35, St John's Close, Needingworth, Huntingdon, Cambs, is completing a book on the Battle of Calabria in the Mediterranean in July 1940. He asks if any survivors, officers, men, Fleet Air Arm crews or submariners who were present in any capacity at this battle, or in the accompanying convoy operations, would get in touch with him. Any photographs loaned will be returned.

● Cdr. E.H.G. Stokes, R.N. (ret'd.) of Old Manor Farmhouse, Compton Abbas, Shaftesbury, Dorset, is collecting information concerning the action off Cape Bon on the night of December 1941 between four Allied destroyers, Sikh, Legion, Maori and Isaac Sweers, and the Italian cruisers, da Barbiano and da Giussana, and the motor torpedo-boat Cigno.

Cdr. Stokes has been commissioned to paint a picture of the action, in which his brother, the late Rear-Admiral G.H. Stokes, was senior British naval officer. He would be grateful for recollections of the action from survivors on either side.



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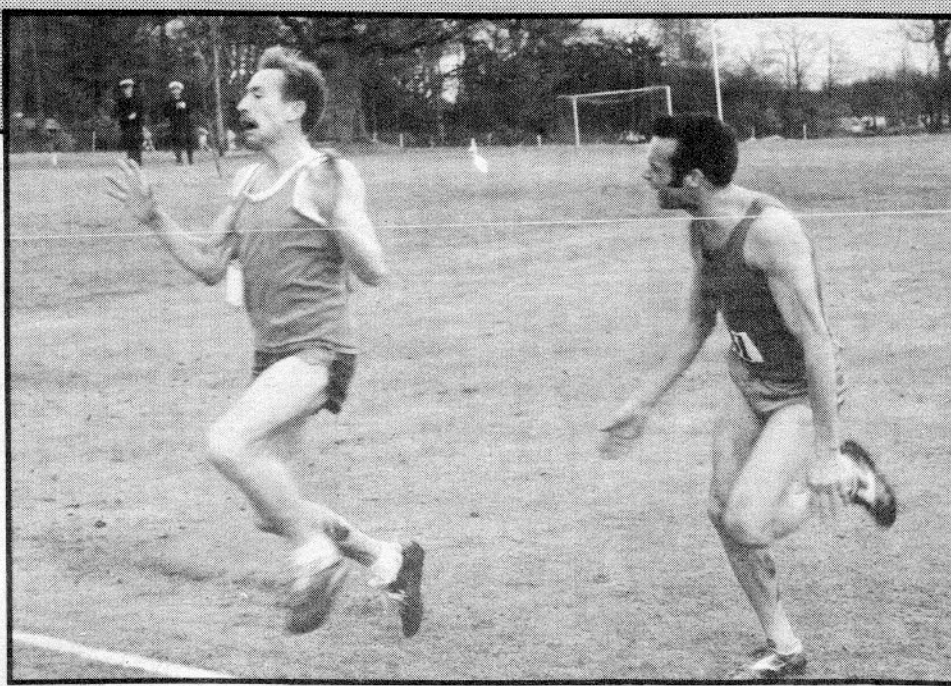


## SPORT

## CROSS-COUNTRY

# What a finish!

Cpl Chris Hazelwood (left) reaches the tape .04 of a second ahead of PO Terry Osborne to win the Navy cross-country title



Picture: LA(Phot) Ian Pithie

## Collingwood win table tennis title

H.M.S. Collingwood players dominated the Portsmouth Area table tennis championships, winning the team event, open singles and veterans' event.

Lieut. Trevor Ward won the singles, beating AB(S) Andrew Craig (H.M.S. Mercury) 21-15, 21-9 in the final, while Lieut.-Cdr. John Hillier took the veterans' title.

The doubles event was won by LWTR Tony Ripley (H.M.S. Antrim) and AB(S) Craig, and the junior singles title went to JMEM Robert Adamson (H.M.S. Sultan), who beat EM2 I. Jarvis of Collingwood.

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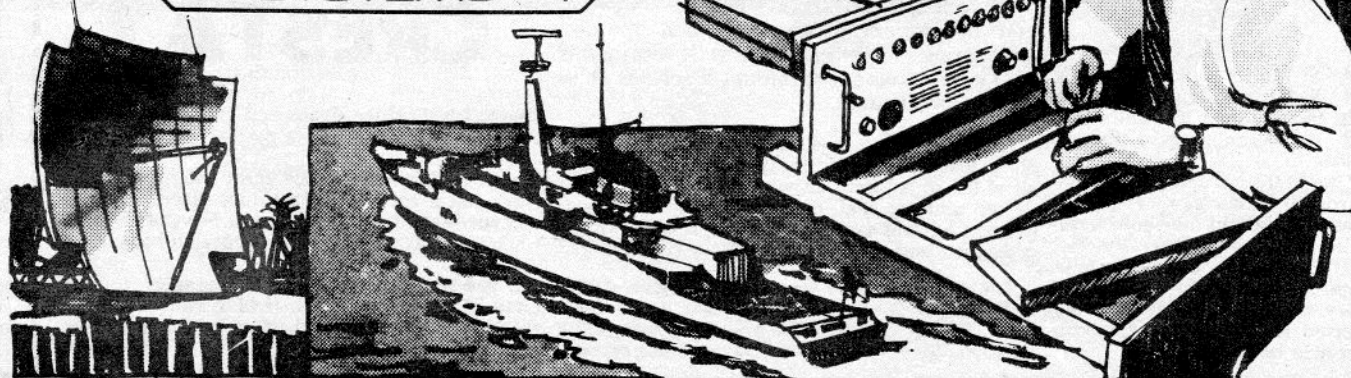
As a Technical Author or Circuit Delineator you would be engaged on a wide variety of projects covering complex electronic equipment and systems. Vacancies in both Chelmsford and Norwich.

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## Beat the cost of gliding

Here's a great way to beat the cost of gliding... by earning one of six naval bursaries just announced by the R.N. and R.M. Gliding and Soaring Association.

The bursaries, worth £40 each, are sponsored by the R.N. and R.M. Sports Control Board, and are available to junior ratings in the Navy, Royal Marines or WRNS.

To qualify for a bursary, the rating must join or be a member of one of the three naval gliding clubs — at R.N. air stations Lee-on-Solent, Yeovilton and Culdrose — and be keen to pursue the sport and make a contribution to the club.

Club secretaries and ships' gliding officers will have the details for those interested, but any junior rating can join in by simply turning up on the airfield at the week-end or when gliding is taking place.

course at H.M.S. Dryad, but with 80 metres to go and both runners sprinting for the line, it was the Royal Marine, Hazelwood, who broke the tape.

His time was 31min. 15sec., with Osborne .04 of a second behind. CPO Keith Cawley (H.M.S. Drake) was third in 31min. 40sec.

The junior title went to EM(A) John Kennedy (H.M.S. Heron), who finished 21st in the senior race. LCpl Paul Pilkington (CTCRM) was second and NAM Simpson (H.M.S. Seahawk) was third.

Plymouth won the junior team title with 53 points from Portsmouth on 78.

### INTER-SERVICES

The R.A.F., as usual, dominated the Inter-Service championships at Blackdown Barracks last month, and filled the first five places. SAC Steve Jones, the Welsh champion, won easily, while Osborne and Hazelwood resumed their battle to be first Navy runner home.

On this occasion Osborne won the duel, finishing tenth, four seconds ahead of Hazelwood. Osborne's time of 28min. 26sec. was more than two minutes down on Jones.

### SELECTED

Both Osborne and Hazelwood were selected for the Combined Services team due to race the English Cross-Country Union and British Universities at Blackdown on March 31. Their selection is no small feat; in the Combined Services team this year there are seven full internationals.

## What, where, when

### APRIL

31 Mar-1 April — Dinghy Sailing: RN Army RAF Civil Service — Victory Trophy (Littleton).  
26 Mar-4 April — Basketball: Inter-Services (Nelson / RAF West Drayton).  
31 Mar-1 April — Golf: RN v Dorset (Weymouth).  
1 — Indoor hockey: CS Top County indoor tournament (Rotherham); Modern Pentathlon: Tewkesbury Triathlon (Tewkesbury).  
4 — Boxing: ABA semi-finals (England) (Gloucester).  
7 — Chess: RN v RAF (HMS Dryad); Fencing: Inter-Services B triangular (HMS Nelson); Football: RNFA Youth Challenge Cup — semi-finals; Rugby: RN v RAF (Twickenham); Swimming: Willie Mellors Tournament (HMS Caledonia).  
7-8 — Netball: RNWRNS CS v BUSF & WIVAB (HMS Nelson); Kayak: Slalom, Shepperton (Surrey); Kayak: Slalom, Carlisle (Cumberland); Modern Pentathlon: MPAGB Open Tetrathlon (Backnell).  
8 — Kayak: Reading (Reading).  
11 — Football: CS v Football Association (Aldershot).  
11-12 — Football: Inter-Command semi-finals and finals (Portsmouth).  
14 — Rugby: RN v Birkenhead Park KO 1500 (Birkenhead Park).  
14-15 — Kayak: Slalom — Grandtully (Perth).  
16 — Kayak: Thorpe Park (Bucks); Rugby: RN v Waterloo, KO 1500 (Waterloo).  
16, 17, 18 — Badminton: RN tour to Jersey and Jersey Open (St Helier).  
18 — Boxing: ABA semi-finals (GB) (Manchester).  
20 — Football: RN v Army — NAAFI Jubilee Cup Tournament.  
21-22 — Modern Pentathlon: National triathlon (Crystal Palace); Kayak: Slalom, Hambledon (Oxford); Kayak: Slalom, Peterborough (Huntingdon).  
22 — Kayak: Chelmer (Chelmsford).

23-26 — Boxing: CSBA v Holland (Holland).  
25 — Athletics: Inter-Services marathon (RAF Swindon).  
28 — Athletics: RN v Army v Cambridge University v Metropolitan Police v Woodford Green AC (Woodford).  
28-29 — Kayak: Slalom, Bala Mill (N. Wales); Kayak: Nottingham (Nottingham).  
29 — Rifle: RN v Purples (Bisley).

### MAY (first week)

2 — Football: RAF v RN v NAAFI Jubilee Cup Tournament; Modern Pentathlon: REME (Arboret) Pentathlon; Modern Pentathlon: RN Pentathlon; Golf: The Admirals' Bowl (Blackmoor).  
4 — Boxing: ABA finals (Wembley); Cricket: RN v Oxford University (Oxford).  
5 — Athletics: RN long distance road race, Chichester to Portsmouth; Football: RNFA Youth Challenge Cup final; Golf: RNFS v Huntercombe (Huntercombe).  
5-6 — Fencing: AFA Junior Foil Competition (London); Kayak: Slalom, Canford Weir (Dorset); Kayak: Slalom Stratford Weir (Stratford); Dinghy Sailing: RN team invitation race, Wilson Trophy (West Kirby).  
6 — Kayak: Bedford, St Neots (Bedford); Kayak: Thorpe Park (Bucks); Rifle: RN v City and Kent (Bisley).

### Badminton

The R.N. Women's badminton team tied for second place with the Army at the Women's Inter-Service championships at R.A.F. Cosford last month. The R.A.F. easily won the title.



## SPORT

## WINTER SPORTS SPECIAL

# Royal skis to victory

Marine Martin MacRae of 42 Commando won the Royal Navy's giant slalom title at Aviemore last month, and emerged as quite the most talented young skier to compete in the Navy championships for some years.

But despite MNE MacRae's efforts, the Royal Marines finished second in the team event to Portsmouth Command, who also beat the Royals in the Inter-Command slalom race.

Runner-up for individual honours in the giant slalom was Sub-Lieut. Steve McVicar of the Royal Canadian Navy, with CPO Alan Buller (H.M.S. Neptune) third and Navy ski captain Lieut. Roland Raikes (H.M.S. Birmingham) fourth.

## SO MANY

Nearly 300 competitors took part in the championships: so many, in fact, that Aviemore was the only resort that could handle such numbers.

First competition of the championships was for teams of four from shore establishments, racing for the Tait Tankard. The donor of the trophy, Admiral Sir Gordon Tait, was one of 178 to go down the 30-gate giant slalom course in awful conditions.

RNEC Manadon won the race — with the help of two skilful Canadians on course at the college — with H.M.S. Neptune second and 42 CDO third.



MNE Martin MacRae skis his way to victory in the Navy championship giant slalom event at Aviemore.

H.M.S. Blake won the ships' race by a narrow margin from H.M.S. Birmingham, and a well-subscribed ladies' race was won by Wren Diana Coombes of H.M.S. Daedalus.

In spite of a disastrous start to the Inter-Service ski champion-

ships at Val d'Isere, the Navy clawed their way back into the competition and eventually finished second, only 20 seconds behind the Army.

The first event, a slalom over two courses, left the Navy in disarray. Lieut. Richard Madely fell badly and did not finish, and Lieuts. Roland Raikes and Jolyon Ralston both had mishaps which lost valuable time.

Only steady skiing by Lieuts. David Morris and Will Pedder, Sub-Lieut. Ian Lowe and CPO Alan Buller kept the deficit on the R.A.F. down to 22 seconds.

## NERVE-TESTING

Pedder, Morris, Ralston and Madely found the nerve-testing downhill race more to their liking and pulled back two seconds on the airmen. To avoid being last, the Navy now had to make up 20 seconds on the giant slalom.

And to prove that the near-impossible can be achieved, the same four skiers performed superbly to put the Navy 1min. 40sec. ahead of the R.A.F., and just 20 seconds behind the Army.



Cdr. Chris Williams is photographed in action at the world ice yachting championships on Lake Erie. He was the first Briton to represent his country at the world championships, and the first Briton to be awarded a sail number — K1.

The DN class racers can reach speeds of up to 80 knots. Their sailing technique is similar to dinghy sailing upwind and catamaran sailing downwind.

Although there is not much scope for the sport in

## 'Hard water' sailor!

the United Kingdom, the right sort of ice can be found in Europe, and Cdr. Williams would be happy to hear from anyone interested in ice yachting. His address is Wingham House, Bishop's Waltham, Hampshire SO3 1BZ.

Picture: Daily Mail

## Daedalus in final No. 14

H.M.S. Daedalus, the holders, contest the final of the Inter-Establishment smallbore pistol competition with H.M.S. Seahawk.

Daedalus have won the Sussex Cup six times in the last seven years, and this will be their 14th finals in 17 years. Seahawk, on the other hand, have never before reached the final.

Seahawk's B team were eliminated by Daedalus in the semi-final, at which stage Seahawk A beat SM Refit Group, Rosyth.

Both Daedalus and Seahawk are also represented in the semi-finals of the smallbore rifle competition. Daedalus were due

## SHOOTING

to shoot against H.M.S. Cochrane, and H.M.S. Collingwood A were drawn against Seahawk B to contest the other final berth.

Wrens in H.M.S. Cochrane's rifle club have achieved some very creditable results.

Second Officer Linda Reader, POWren Brenda Green, and Wrens Marie Armfield, Pearl Chapman and Margaret Bishton (Caledonia) have shot regularly in the Inter-Unit League and Cochrane's team has reached the final of this competition.

## COMMAND

Brenda Green and Linda Reader represented Air and Scotland A and Marie Armfield the B team in the WRNS Inter-Command competition, which the A team won.

All three, plus Margaret Bishton, shot for the WRNS against Gosport and the Civil Service and, with the exception of Marie Armfield, were selected for the Inter-Service championship.

## Bob team races for Britain

The Navy did better than expected at the British bobsleigh championships in Winterberg, getting one pair selected for the British two-man bobs team, and finishing second in the Inter-Service competition held in conjunction with the national event.

MEA(H)1 David Thomas and CSgt Tony Higgins finished second overall and were consequently selected for the British team for the remainder of the season.

MNEs Martin Pyke and Brian Tilley were tenth overall, one place ahead of the Navy's third bob of CSgt Bob Beers and POPT Tug Wilson.

At Konigsee, Thomas and Higgins competed as the second British bob in the Nations Cup. Against 56 teams from 12 countries they finished 34th.

## FASTEST

At St Moritz in the Argentine and Netherlands Cup competitions they finished 20th and 17th, and were the fastest British pairing.

They were not selected for the European championships, but remain in the top four bobs from which the British team for the 1980 Olympics will be selected. Hopes are also high that Brian Tilley and Tony Higgins will be selected for the British Olympic four-man bobsleigh team.

Anyone interested in the sport should contact team manager Lieut. R. J. Potez (c/o H.M.S. Broadsword), CSgt A. Higgins (R.M. Deal) or MEA(H)1 D. Thomas (Devonport Field Gun team).

Anyone for the Cresta? The Navy's young and inexperienced squad pushed the all-conquering Army very close at St Moritz this year and are eager to mount a serious challenge next January.

In less than ten days of "trial and error," the Navy team were achieving impressive times, and all of the squad were allowed to ride from the top — the ultimate challenge. The St Moritz Tobogganing Club was said to be very impressed with the dedication and progress of the Navy competitors.

The six team places were filled by Lieut. Andre Osborne (captain), LRO Ed Nuzum, Lieut. Piers Rose, LS(D) Chris David, and Sub-Lieut. Ollie Almond. Sub-Lieut. Martin Davies had broken a



The Navy bobsleigh team is pictured here with the bob paid for by the Nuffield Trust and the people of Stockton-on-Tees. From left to right are CSgt. Bob Beers, MEA(H)1 David Thomas, CSgt Tony Higgins, POPT Tug Wilson, Lieut. and Mrs. R. J. Potez, MNE Brian Tilley, and MNE Martin Pyke.

## ANYONE FOR THE CRESTA?

finger, Lieut. Peter Evans had cracked a rib and RO1(T) Pat Barron was in reserve.

Andre Osborne finished third overall and five Navy riders got into the top nine places. Only 19 seconds separated the Army and Navy after three rounds and 700 seconds of high-speed tobogganing.

If you are interested in this unique sport, contact Lieut. A. C. Osborne (c/o H.M.S. Norfolk). Next year's Inter-Services on the Cresta will be in late January or early February.

## Navy's best outgunned

The Royal Navy squash team went into the Inter-Service championships with arguably its strongest squad for years, but were still outgunned by the formidable Army and R.A.F. teams.

Against the Army, the Navy had to face one ranked Great Britain player and two Scottish internationals, and were beaten by four matches to one.

Sub-Lieut. Irvine Pratley saved some face for the Navy by beating Capt. David Leakey, and Navy champion Lieut.-Cdr. Robin Bawtree took Army No. 1 Robbie Robinson to 7—9 in the first game before crumbling under pressure in the next two.

## R.A.F. VICTORY

Individual games against the R.A.F. were more closely fought, but the R.A.F.'s impressive strength in depth carried them to a 5—0 victory.

Best match was a five-game marathon between MEMN(P) Frank Smith and Sgt. Peter Scully, which produced some dazzling rallies before Scully won 9—4 in the fifth.

Lieut. Alec Johnstone won both his matches as reserve. CPO Geoff Huggins was the other member of the team, and Lieut.-Cdr. Colin O'Keeffe was selected as a reserve.

## ARMY TITLE

On the final day of the championships at the Lakeside Country Club, Frimley Green, the Army retained their title by beating the R.A.F. 3—2. Both Services approach major championships in

## SQUASH

a highly professional manner, and the Navy will have to rethink the priority it gives to squash if it is to produce a team capable of winning at Inter-Service level.

In the Soldiers v. Sailors match, the Sailors narrowly failed to achieve an unexpected victory. CPOPT Pat Beaton and LCK Bill Duthie scored good victories, so all rested on PO Alf Halford at No. 5. But after leading 2—0, Halford could not hold his game together and lost 2—3.

## KENEALY SECOND

POPT Tim Kenealy (H.M.S. Nelson) came second in the REME tetrathlon championship at Arborfield, just 21 points behind national champion Danny Nightingale.

## Champion Centurion

H.M.S. Centurion won the Portsmouth Area volleyball championships in a hotly contested final against H.M.S. Daedalus.



# SPORT

## Under-21 hockey champions

The Royal Navy's Under-21 hockey team retained its Inter-Services title at Aldershot by beating the Army 3-1 and the R.A.F. 3-2. The senior side also beat the Army, 2-1, but crashed 1-5 against the eventual champions, the R.A.F.

Full details of the tournament — which ended as Navy News was going to press — will appear in the paper next month.

After a 2-1 win over old rivals Hampshire

Under-21, the Royal Navy Under-21 hockey side set off for their Midlands tour with more than the usual fervour.

The schedule was for six matches in four days, two recruiting visits for the Director of Naval Recruiting, and numerous social functions, producing a superbly fit team to win the Inter-Service competition.

That was the theory, anyway. All the hoped-for events happened, with the

exception of the hockey, which disappeared under a 6in. blanket of snow.

A school side was beaten 6-1 on the first day and the "match" against Leicestershire Under-21s was settled by a goal from CEA APP Alyn Lamb (H.M.S. Collingwood). But with the yellow ball often buried in snow — and players mistakenly hitting flying snowballs — nobody took the contest too seriously.

## Brilliant Willis on title trail

A brilliant performance by NAM Steve Willis in the Military Boxing Centre at Aldershot last month earned him a coveted Combined Services title — and cleared a major obstacle from his path to a much greater prize.

For Willis, from H.M.S. Daedalus, beat the formidable R.A.F. and England middleweight Deroy Parkes at Aldershot, and must now be right in contention for a crack at the A.B.A. crown.

Parkes was the losing A.B.A. finalist last year, and his victor has

### BOXING

since turned professional.

Willis's superb exhibition of lightning-fast attacks and elusive defence reduced Parkes to a state of bull-like but ineffectual charges that Willis again and again deflected into an untidy tangle in the ropes.

### A.B.A. LADDER

As Navy News was going to press, Willis and three other Navy men were about to contest the next rung on the A.B.A. ladder, against Western Counties at Salisbury.

Even though the Navy took away five Combined Services titles from Aldershot, there was an edge of naval disappointment to a thrilling evening of boxing.

Flyweight AB Cliff Storey (H.M.S. Antrim) and featherweight STD John O'Driscoll (H.M.S. Intrepid) took their titles on walkovers, and apart from Willis, only two other Navy boxers won on the night.

### ENGLAND DUO

They were, predictably, the two England men AB Tom Taylor (H.M.S. Vernon) at light-heavyweight, and A.B.A. champion MNE Terry Marsh (41 CDO) at light-welterweight, who with Storey and Willis box at Salisbury.

AB Phoenix Jacobs (H.M.S. Nelson) — see picture in back page — and MNE Steve Taylor (42 CDO) both lost close contests to Army opponents, as did RO Mervyn Lescott (H.M.S. Mercury) who started in fine style against a tough man, but who did well to be on his feet at the final bell.

There was no triumphant farewell for AB Nick Croombes, who leaves the Navy soon. He lost a scrappy contest at light-middleweight, and with it the chance of a hat-trick of Combined Services titles. Croombes, however, will be a big loss to Navy boxing.

### BRONZE MEDAL

He has been in the team for four successful seasons, was a national Under-19 champion at the age of 17, and won a bronze medal at European Under-19 level.

STD O'Driscoll, in only his first season at senior level, was pulled out of the Salisbury bill by coach CPO Tony Oxley. O'Driscoll's opponent would have been top grade England international Pete Hanlon, and Oxley felt that would have been asking too much of the highly promising young O'Driscoll, who has a hand injury.

### Torquay wins 'Gib. Games'

H.M.S. Torquay were clear winners of the Second Frigate Squadron's "Gibraltar Games," a very popular sporting event which it is hoped to make an annual competition.

Others present for the games were H.M. ships Apollo, Euryalus, and Lowestoft.

# SOCCER TITLE GOES BEGGING

A goal minutes before the final whistle gave the R.A.F. victory over the Army — and the 1979 Inter-Service soccer championship. But for that solitary goal, the tournament would have ended in a triple tie at both senior and junior levels, writes Jack Sheppard.

So the R.A.F. took the honours, with the Navy second and the Army third.

But the Navy players will know that the championship was there for the taking.

Two 0-0 draws against the Army at H.M.S. Pembroke and the R.A.F. at Cosford could have been so different if chances had been taken — and lady Luck had been wearing her Navy colours.

### DISALLOWED

In the crucial second game at Cosford Paul Dixon (CTCRM) had two goals disallowed because other players were ruled offside, and the referee didn't see it as a penalty offence when Kevin Maddocks broke through and was brought down by the R.A.F. goalkeeper.

The opening match of the championship, between Navy and Army at Pembroke, was a rather special affair, celebrating as it did the 75th anniversary of the R.N. Football Association.

### MIDFIELD

But the capacity crowd and stand full of V.I.P.s saw a hard-fought game played mostly in midfield.

At Cosford, the Navy knew that they had to get a result to stand a chance of winning the championship, but it was not to be. Richard Reed (H.M.S. Mercury) earned the man of the match tag, and even his prompting could not break the deadlock.

Incidentally, reserve 'keeper Kevin Barnes (R.N.H. Haslar) reckoned he has been on the substitutes' bench for 360 minutes during the last two Inter-Service tournaments. Oh well, "they also serve who only sit and wait!"

### YOUTH TIE

Like the seniors, the Navy Youth team should have clinched the Inter-Service title, but missed their chances and had to be content with a triple tie.

Having recently beaten Devon and drawn with Cornwall, the youngsters met the Army at Uxbridge in confident mood. The Army, however, scored first and the Navy spurned three easy chances before settling for a 1-1 draw.

Against the R.A.F., Navy Youth again failed to convert good approach work into goals, and the result was a goalless draw. Then the R.A.F. and the Army drew 1-1 to split the trophy three ways.

In their run-up to the Inter-Services, the Navy seniors lost 2-0 to Wiltshire at Portsmouth

### White water win

Good news for Navy canoeists! The R.N. Team won the Inter-Service white water championships on the River Nith at Sanquhar, Dumfries, last month.

and beat Cornwall 3-2 at Falmouth.

With several established players unavailable for the Wilts. match, selector Sgt. Jimmy Foy brought in Youth captain Graham Attwood (H.M.S. Collingwood), who justified this faith in his ability by having an excellent game as sweeper.

Another newcomer, Les Barlow (H.M.S. Nelson), was brought in for the Cornwall game, and also did very well. Leigh Tongue (Nelson) scored twice and Lenny Ashmore (H.M.S. Heron) once to set up the Navy victory.

## Champions — in Scotland

The first tri-service soccer tournament to be held in Scotland was won by the Navy after high-scoring games against both R.A.F. and Army. The Navy beat the R.A.F. 3-2, then went on to draw 3-3 with the Army to take the trophy.

### DAEDALUS WIN

H.M.S. Daedalus beat H.M.S. Vernon 3-0 in the final of the United Services League Senior Challenge Cup competition.

### MEDICS TANKARD

R.N. Medical Services beat their Army counterparts 2-0 to become the first holders of the Chatham Tankard.

# Disappointment at dank Twickenham

Neither the weather nor the rugby were of the standards hoped for when the Navy met the Army on March 10 at a dank Twickenham, writes Mike Vernon.

The Army, victorious by a try and two penalty goals to a penalty goal, were good value for their 10-3 win, and thus became the first holders of the fine Stewart Wrightson trophy, presented to their captain, Andy Hoon, by Stewart Wrightson's managing director, Mr. Gordon Henry.

Before the largest crowd for some years, it soon became evident that on the day the Army where sharper, particularly outside where the Navy lacked pace and adopted some odd defensive alignments, and their tackling was lethal. There was not much to choose up front, but again the Navy's line-out work was untidy and, apart from Roger Tinson who played his heart out, their back row never got into the game.

### CONDITIONS

Conditions were not conducive to accurate handling, but nevertheless it was from a flowing movement compounded by a Navy defensive error that Bassom, the dangerous

Army left wing, scored the only try of the match.

Bowles, normally a pillar of the U.S. Portsmouth front five, could not improve it, but managed two penalty goals to which new cap Taff Thomas replied with one shortly before half time.

This, as it happened, completed the scoring, the Navy being unable to capitalise on some periods of heavy pressure in the

### RUGBY

second half of an undistinguished game, refereed with equal lack of distinction by England panellist Prideaux.

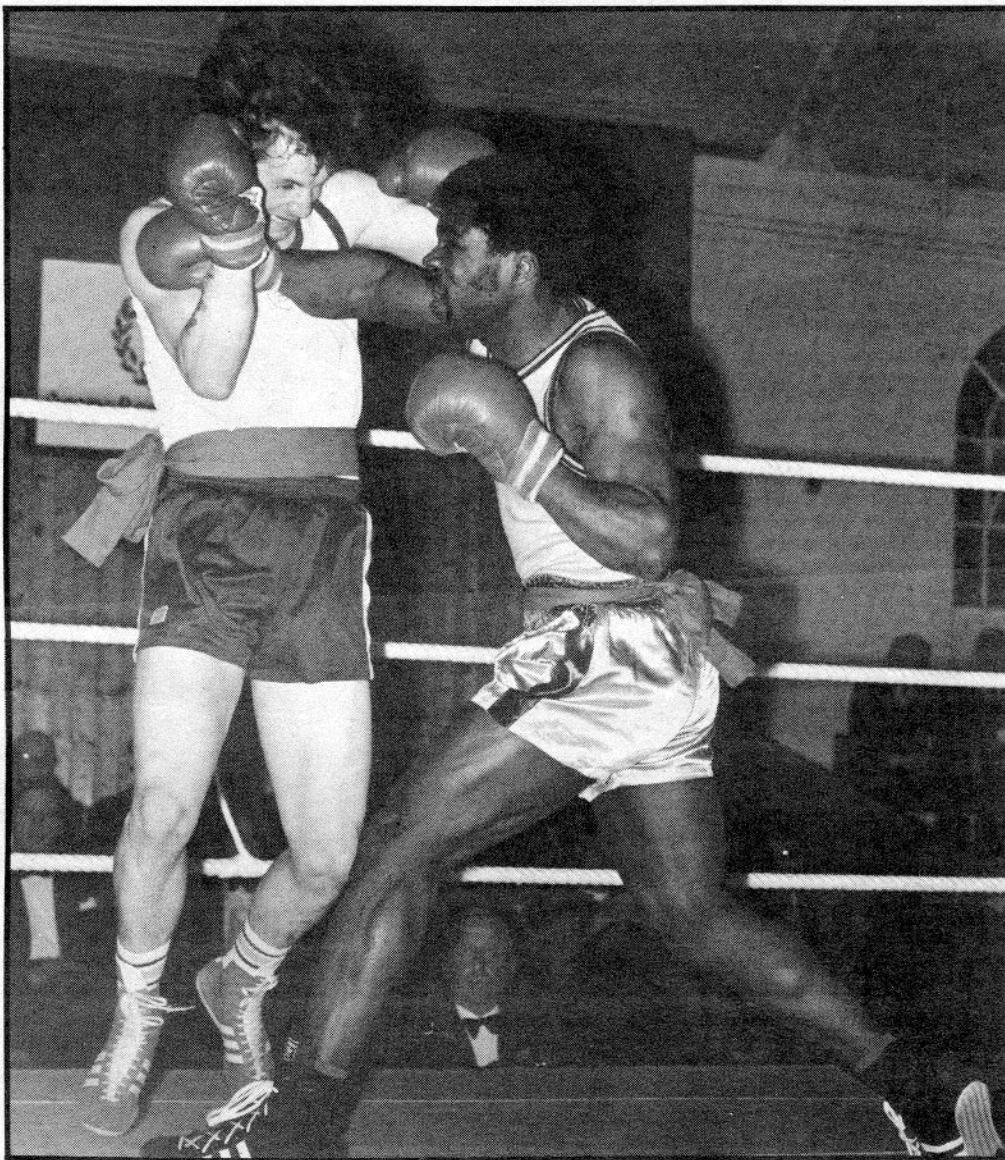
At Northampton, the Navy were unfortunate to lose hooker Charlie Hughes at half time with a broken nose (which failed to stop him winning his first cap against the Army),

and at Leicester John Rooke with a split ear in the early minutes, but in both games the experience and fitness of two fine back divisions told after the interval and resulted in some excellent open rugby.

Leicester scrum-half Steve Kenney, in particular, looked a better distributor of the ball than either of those preferred this season by the England selectors.

Now that the R.A.F. match has been postponed to April 7, the matches on March 21 and 31 against Civil Service at Chatham and against Harlequin at Twickenham take on added significance as part of the final spurt to try at least to occupy the Inter-Service runners-up slot.

In their two final work-up games before the Army match, the Navy succumbed 4-27 to Northampton and 3-21 to Leicester, after being in touch at 4-6 and 3-7 respectively at the half way marks.

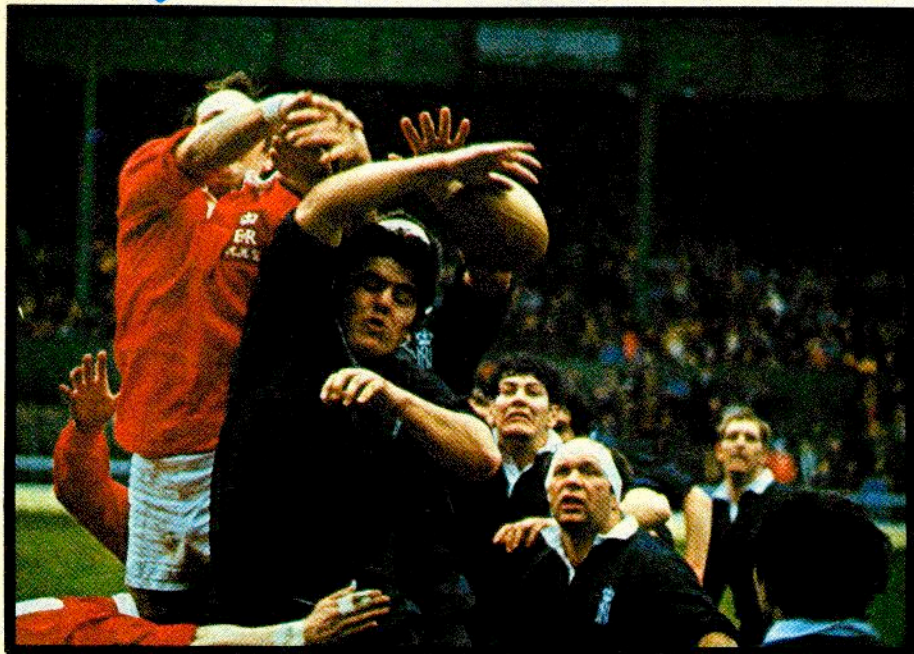


NAM Steve Willis (H.M.S. Daedalus) evades a right cross from England middleweight Delroy Parkes during their thrilling contest at the Combined Services individual championships at Aldershot. Willis boxed brilliantly to outpoint the R.A.F. champion.

Picture: Wren (Phot) Anne Sterck



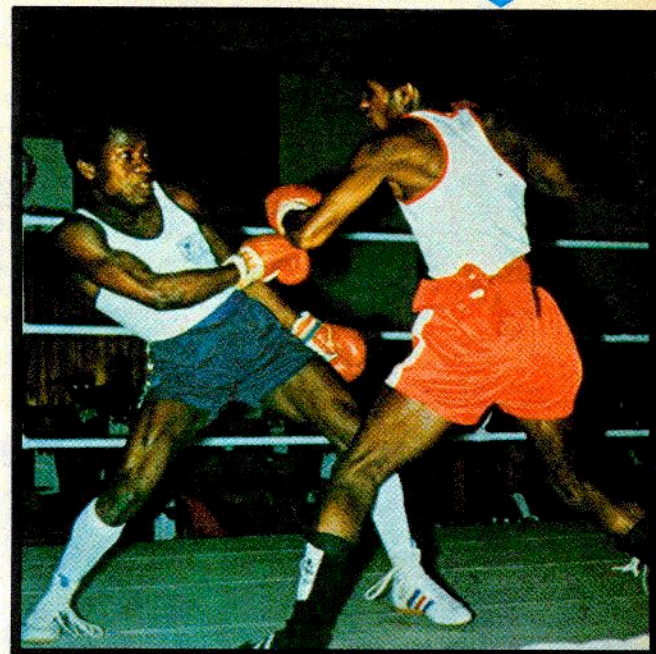
# Taking two against the head



When sailor meets soldier on the field of sport, the occasion is always fiercely contested. Unfortunately for the Navy, the men in the red corner won both the encounters here. AB Phoenix Jacobs (left) lost a close bantamweight contest to Private Leroy Golding during the Combined Services individual championships at Aldershot, while at Twickenham the Navy XV lost to the Army in the Inter-Services rugby championship.

Pictured winning the ball at a line-out for the Navy is RO1 Benny Goodman (H.M.S. Arethusa), with Lieut. John Ackerman (H.M.S. Daedalus), Lieut. Clive Richards (CTCRM) and Cpl Roger Tinson (CTCRM) behind him.

Boxing picture: Wren (Phot) Anne Sterck  
Rugby picture: Sgt M. Roberts.



## Survey ships head home

Four Royal Navy ships which have been carrying out hydrographic surveys in the Persian Gulf are on their way back to the U.K. while the survey's future is discussed with the new Iranian Government.

Talks will continue as H.M. ships Herald, Hydra, Fox and Fawn head home, having cut short the second part of the survey by a few weeks. The original plan was for the third phase, part of a "Memorandum of Understanding" entered into by the U.K. and Iran in 1977, to start in the autumn.

It is being stressed that no moves have been made to cancel this, but that withdrawal of the ships, whose programme had in any event suffered some disruption, will allow the new Iranian Government time to consider all arrangements entered into by the previous one.

It is also being pointed out that continuance of the survey should benefit not only Iran but international shipping generally.

The ships are returning via the Suez Canal and the Fox and Fawn are expected at Devonport in the second half of April, and the Herald and Hydra at Portsmouth.

● See also Page 11.

## Royal-Tee



Not many girls get the opportunity to present a Tee-shirt to Cdr. The Prince of Wales. But that's what happened for Michaela, daughter of Petty Officer (Airman) Barrie Hartley, when the Prince went "walkabout" in H.M.S. Bulwark after attending the carrier's recommissioning ceremony at Portsmouth. And it provided her with a charming informal picture for the family album. PO Hartley is president of the POs' Mess in the Bulwark. His wife Mavis looks on as the presentation is made. More pictures in Pages 8 and 9.

# Navy clubs give Punk the boot!

The Navy's flourishing club scene has kicked out punk rock.

Although there is little evidence of demand for the cult in the clubs, many of them have taken steps to impose a ban on the punk bands, to ensure that no one dressed in the style is allowed in and to see that the visiting DJs are actively discouraged from spinning this kind of disc.

"It has taken a long time to build up a club with a first-class audience and acts, and to allow this type of thing could quickly affect a good reputation," said the chairman of one large club.

"We like to encourage the men to bring their wives and girl friends to a well-run club and we don't want punk rockers throwing themselves about. And we won't have safety pins and earrings!"

### 'Filth'

His impression from contact with other clubs was that most were taking similar views.

"Some of the records these days are filth," he added. "There's plenty of good music around without going into this. There's nothing offensive, for instance, about soul or rock."

Another club chairman said there was a risk that bad language and provocative behaviour by groups could lead to incidents. And, in any event, he agreed there

was little demand in clubs for punk.

Although clubs' committees make their own decisions, it is known that many have informally consulted each other on this point.

Meanwhile there is also dis-

couragement for any sailor who might have fancied a multi-coloured hair style. These styles or the dyeing of hair in an "unnatural colour" is not allowed, says a new order at one major establishment.

## Jetfoil launch date

The Navy's first jetfoil, being built by Boeing in Seattle and to be named H.M.S. Speedy, is to be launched on July 9 by Mrs. Margaret Jay, wife of the British Ambassador in Washington and daughter of the Prime Minister.

The 115-ton hydrofoil, ordered for evaluation in a number of roles and capable of speeds of 43 knots, is to be shipped to Britain for fitting out.

Another Navy acquisition will be the giant 100-ton Vosper Thornycroft VT2 hovercraft which has already been used on charter on amphibious exercises and which the R.N. is now buying to evaluate in the mine countermeasures support role.

● Continued from page one

## Furniture destroyed

The furniture and personal belongings of about 30 naval families were destroyed in a fire which wrecked a Gosport storage warehouse in early March. A few complete households of furniture were lost, but for most of the naval families the property was smaller items — and sometimes treasured mementos — stored while they let their properties during overseas drafts.

Pickfords said everyone involved was informed as quickly as possible and should have already heard if their belongings were affected. Items which were stored in two other large warehouses were not involved.

Most property was reported to be covered by insurance.

he had not met any Serviceman who had given the impression of being "coldly furious."

He repeated that the Government would honour the commitments which had been made.

● Drafty's Corner in this issue mentions that General Service in the Navy is short of 2,200 ratings.

The Minister went on to say that

are interested and concerned, like everyone else in our society nowadays, in the question of pay, allowances and comparability. But I have yet to meet any Serviceman — although he may exist and may so far have eluded me — who has thought he has been unfairly treated."

The Minister went on to say that

### SKILL DRAIN

● Continued from page one

### R.N. exhibition

More than 200 marine manufacturers will be represented at the biennial R.N. Equipment Exhibition, to be held from September 10-14 in H.M.S. Excellent.

### PENSIONS

individual's responsibility to ensure that the credit of service for his new scheme offers him is worth the preserved pension he is exchanging for it.

There are a number of conditions surrounding the new arrangements, some of the main ones being:

- The option is open only to those with at least one year's service and who leave the Service after April 1, 1975.
- The scheme it is proposed to join must normally be contracted-out of the Earnings Related State Scheme.
- A transfer will not normally be possible if the break between pensionable employments is more than a year, or if the person does not apply within six months of joining the new scheme.

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Applicants must be of at least average intelligence and average academic attainment.

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